

# The Times

LOS ANGELES

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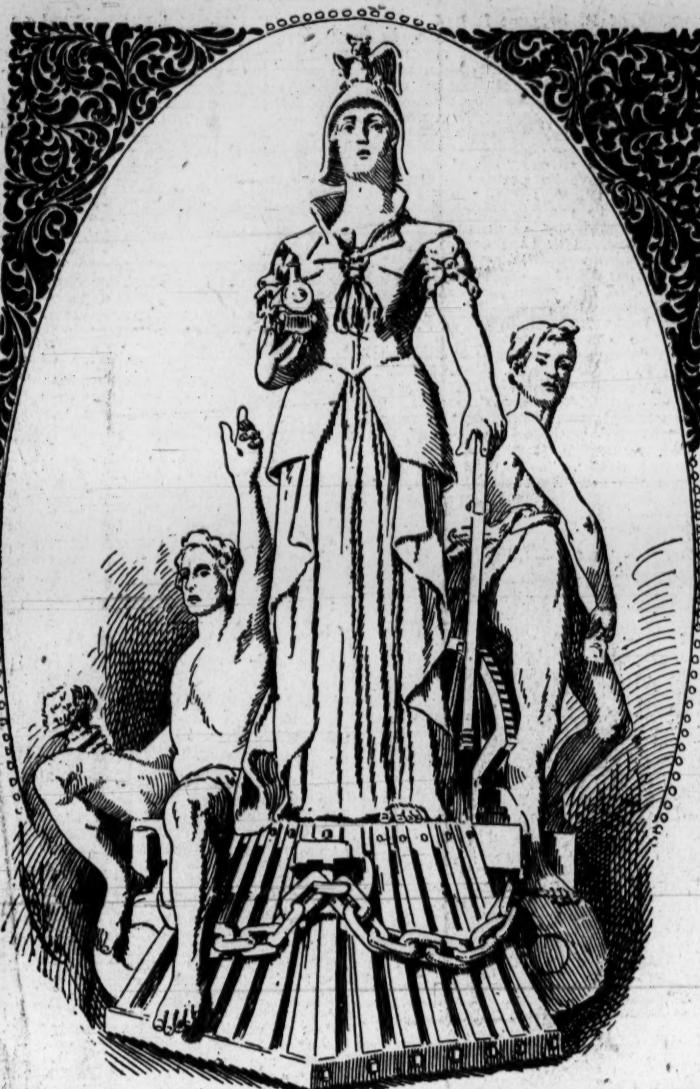
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## THE STORY OF TRANSPORTATION

**CHAPTER I.**  
The Shelas, who had the fleetest horses ever seen. These they rode, and allowed them to bear no burdens save their riders. What they had to sell or barter they carried on camels, which could go whole days without water.

**CHAPTER III.**  
Meanwhile, how fared it with transportation by water? The log system had proven too slow for men whose horses were fleet as the wind. They must have something faster and which involved less labor and less in production. They conceived the idea of building light but strong frames, covered with the skins of beasts slain in the chase. And thus came the coracles which first became known to the Romans through Caesar's invasion of Britain. The race of men from whom the American first claimed his origin, navigated the Avon, Thames and Severn, and of these, the covering being chiefly the skin of the seal, which was oily and therefore excluded water. But these coracles had been in use for centuries when the great Roman first landed his legions on the beach below the chalk cliffs of Dover.

The Roman knew nothing of the coracle.

Like the American Indian, he soon found that speed followed lightness and buoyancy, so he hollowed out the logs till he found he needed larger boats; and then came designs of structural work which grew and expanded till it reached the dimensions of the Roman warships with two banks of oars, the upper ones being the largest. (All these you find described in Virgil's *Ennius* as well as in Caesar's *Commentaries* on the Gallic War, for the Greeks and Trojans had mastered the art of shipbuilding long before Romulus had laid the first stone of the *Eternal City*.)

Sails had come into use a mere dot on the rope when the winds favored, but there is nothing to prove that any of the more ancient nations had any knowledge of "heaving to windward" or of sailing in any shape unless the wind was "abait the beam." (Indeed, the bluff bows and full model of these vessels are described which navigation, even if they had the idea of doing so. In an ordinary light wind, a vessel heaving to windward has to sail from five to seven miles of distance to make one mile of actual and direct course.)

Away off in other parts of the world

were races of men of whom the Greek historian Herodotus writes, of Indians who lived on the spurs of the chase, as the Greek had lived ere Leonidas conceived the blockade of Thermopylae before the invading legions of Xerxes. On the coast of South America the savage took the bladders of the seals and strung them together to be fastened under a platform of bark, with a small

ball of matting affixed to a tiny mast, and this was the balsa of the Peruvian Coast. By the Atlantic shores the cedar log was hollowed out just as it was on the shores of Puget Sound, but on the tributaries of the "Father of Waters" the birch tree furnished its welcome bark, which Longfellow has immortalized in his *Hiawatha*:

"—the forest's life was in it.  
All its mystery and its magic,  
All the lightness of the birch tree,  
All the strength of the cedar,  
All the larch's sun-snows;  
And it floated on the river  
Like a yellow leaf in autumn,  
Like a yellow water lily."

No one can form an idea of the possibility of these primitive modes of transport, one of two localities. One of these is the Alaskan Coast, where canoes of ninety feet in length, hollowed from some vast cedar, are often propelled by as high as forty paddles, the work being performed in a kneeling posture. The same canoes are to be seen in New Zealand, hollowed out of a giant kauri tree, the only difference being that the Maoris sit down instead of kneeling. Those are the most magnificent savages on earth, and any man who has ever seen old Titokowaro or Prince Pihama in a canoe propelled by strong paddles, with a broadstone war club worth \$3000 in his hand, will not be likely soon to forget him.

**CHAPTER IV.**  
The extreme northern tribes of Indians made their way on snowshoes, fashioned out of hoops of hickory

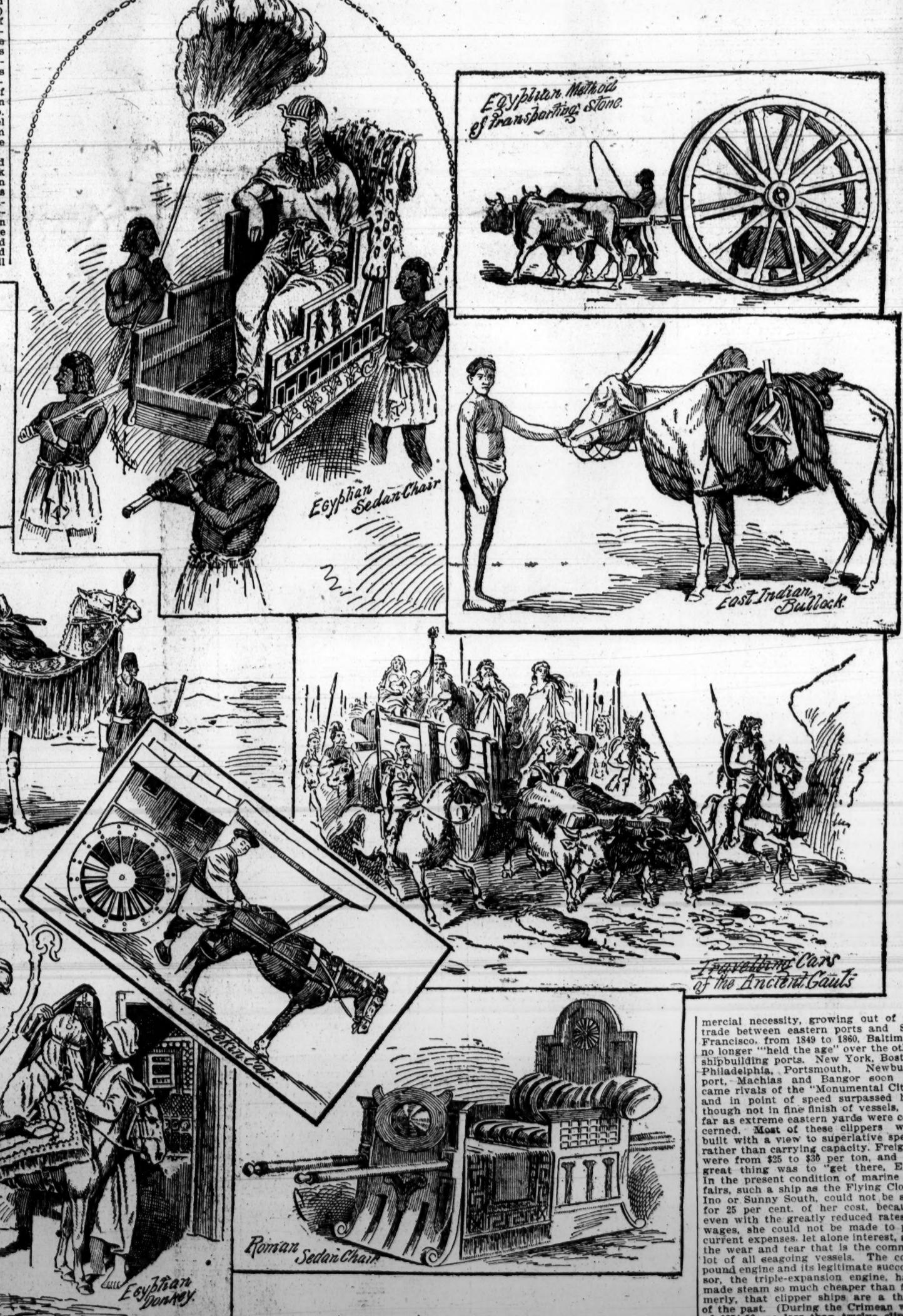
lashed across with sinews taken from the legs of the deer and the buffalo. Whether or not they got this idea from the snowshoes of the Danish navigators, who undoubtedly discovered Rhode Island before "the world-seeking Genoese" had dreamed of landing on San Salvador, is hard to say, with whose daughters they cohabited in the days of the Vikings, and whose order of red men." And with the building of the steamboat on the Sacramento and Willamette and the extension of the railway into the Umpqua and Trukey valleys, the old "mountain man" of the writer's boyhood has disappeared as completely as if he had fallen into the gap of an earthquake.

### CHAPTER V.

The years between the eleventh and the nineteenth centuries were uneventful so far as actual improvements on carriage by land or water went, people seeming to think they had reached the maximum of their ambition, and making no progressive effort either way. In England open wagons had given way to a large style of covered coaches, drawn by four and sometimes by six horses. One of them made daily trips from London to York, and another to Liverpool, and in the summer seasons to Yarmouth and Margate. Then there was a mail coach from York to Liverpool, and another from York to Hull, by way of Doncaster and Leeds. From this heavy coach the ingenuity of Americans evolved the vehicle known as the "Concord coach," about a thousand pounds

lighter than its English prototype and stronger, all used in mind and of it as well as being able to carry quite as many passengers on a good road. For mountain travel it is too top-heavy. This branch of coaching in England attracted many men of good birth to become its votaries, chief among whom was J. F. Herring, the author of all those pictures.

The earlier settlers along the New England coast did nearly all their traveling by water. Large schooners made regular trips from Boston to the ports of Virginia and Maryland, as well as New York, while smaller sloops did duty as "packet lines" from Providence and New Bedford to New York, and from New Bedford to Hull, where they had become the great market town of the continent long before 1700. In this way things jogged along quietly at the East, and it was not until about 1820 that Boston suddenly awoke to the need of a road by the publication of such a class of sailing vessels as never before had been heard of. These were called "clippers," and were rigged as topsail schooners. They would beat the vessels built in northern ports from one to two miles per hour, and even more, so that they ran "close hauled" on the wind. (This speed was due to what marine architects term "concave lines," thus enabling the hull to slip through the water easily. From the small sloop to the carriage, to the clipper, and finally the great clipper ships capable of rolling off their twelve miles per hour with wind "on the quarter.") Once established as a com-



**CHAPTER I.**  
FIVE thousand years ago, in Asia Minor, lived a man who fished and hunted for his daily subsistence, his weapon being a bow and arrow. His hut was on the bank of a wide river, which was swift and shallow about five or six miles above and below where he dwelt. But opposite his hut the water was very deep, and the current almost imperceptible. In that era not one man in fifty could swim.

One day this hunter shot a wild duck which carried off his arrow and fell dead on the opposite bank of the river. How to get him was the question. He got some pebbles and threw them into the water. The ascending bubbles told



tation, for a grandfather of Ninus had made two wooden wheels from the sections of a vast cedar tree and built a box on top of a frame, to which these wheels were attached. To the front of this frame he attached a pole, and a horse, "famulus" (old by to the thongs of his hide, was harnessed to either side of the pole. When that wagon broke down like the parson's "one-hoss shay," Ninus concluded to build another, and then a new idea struck him. If one pole enabled him to work two horses, he could work four, and then six, and then a score of them. And so was evolved the chariot which is the glowing pages of Ben Hur, forms the origin of the modern race for horses in light harness. As the years wore on land transportation changed but little, the only difference being that, at certain intervals, came wily black men from the Sahara and

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mercial necessity, growing out of the trade between eastern ports and San Francisco, from 1849 to 1860, Baltimore no longer "held the age" over the other shipbuilding ports of New York, Boston, Philadelphia, Portsmouth, Newburyport, New Haven, and Bangor soon became rivals of the "Monumental City," and in point of speed surpassed her, though not in fine finish of vessels, so far as extreme eastern yards were concerned. Most of these clipper ships were built with a view to successive speed, rather than to economy of capacity. Freights were from \$25 to \$35 per ton, and the great thing was to "get there, Eli." In the present condition of marine affairs, such ship as the Flying Cloud, Iroquois, or Sunbeam South could not be sold for 25 per cent. her cost, because, even with the greatly reduced rates of current expenses, let alone interest, and the wear and tear that is the common lot of all seagoing vessels. The compound engine and its legitimate successor, the triple-expansion engine, have made steam ships far more economical, than clipper ships are a thing of the past. (During the Crimean war of 1854-56, no less than twelve clipper

ships, under the American flag, were engaged in carrying British troops from Plymouth in England to the Black Sea, a condition of things that could never again be possible, till the hour that heaven and earth shall pass away.)

## CHAPTER VI.

The transportation of inland America was just as different from that of the Atlantic seaboard as that of the Atlantic States was from England or the countries of Europe. The country no longer a mountainous after the train had crossed the great Appalachian ranges. Muscle and brawn were the cardinal requisites both for propulsion of the boat and for the free fight which invariably followed the "tie-up" of a dozen or twenty boats at Nauvoo, Vicksburg or New Orleans. The great storms, so as made navigation perilous, even with a favorable current. A heavily-loaded "flat" with from 180 to 250 tons of corn on board, was likely to break in two in the middle on the occasion of a rough night on Grand Gulf or some other portion of the river. The boat would be driven by the wind met the resistless current descending from the eternal snows of Manitoba.

The American flatboat man was a rude but picturesque character. Brave and brawny, he fought for an existence against fearful odds and struggled up hills, fifty feet high, the typical flatboat man was Mike Fink, who used to shoot the cuffs off a boy's head. Now Mike Fink is forgotten, and the mention of flatboating brings up the name of a gaunt figure and homely face, that, in its hour of peril, great and confounding nation had called to the aid of the ship of state, knowing that the same keen head and steady nerve would guide her over the reefs of treason and through the whirlpools of secession, that had, in years long since flown, guided the Sangamon flatboat down the "Father of Waters" at noon of that day with only a raven and star in sight. And that sturdy boatman was Abraham Lincoln, a man who was as gentle as he was brave, and whose name and fame grow brighter as viewed through the mist of receding years.

The last travel of the West (as the valley of the Mississippi was then called) was mostly performed in what was known as the "Conestoga" wagon, built originally at a town of that name in Pennsylvania. It was about sixteen feet in length by four in width, and was about eighteen inches higher at each end than at the middle. It had a bed come up about ten hickory hoops, which were covered with a tent of coarse canvas. (By lashing this down firmly, passengers could be tolerably secure from rain or snow.) By this mode of conveyance farmers got their produce to market on the river, loaded and brought back dry goods, hardware and supplies for the interior merchants. The "big prairie schooner" was an important factor in the Americanization (if the word may be permitted) of Oregon and California. It bore westward as noble an army of men as ever broke a trail, and was followed by a host with beasts by day and armed savages by night as they slowly toiled toward the setting sun, that they might build the church and the schoolhouse, with the timber of the fallen pines and that they might rear upon these far western shores a new empire dedicated to the proposition that honest free labor is the "one root of nature" that "makes all men kin."

The keel-boat was the counterpart of what was known as the "Durham boat," on the Delaware and Hudson rivers. On those streams the heads of navigation were at Easton, Philadelphia and Newburgh, N.Y., respectively. On the western rivers the "keels" ran from New Orleans up the bayous, and, in high water, they ascended Red River as far as the "Grand Ecore" which was a mass of fallen timber something like the big jam which so long impeded navigation of the Skagit River in the State of Washington. The "keels" were from four to seventy feet long, by eight feet beam, and twenty-six to thirty inches deep in the hold. Those on the Mississippi and its tributaries were from 100 to 120 feet long by twelve to fifteen feet in breadth, and thirty-eight to forty-four inches deep in the hold. It was usual to have a crew of fifteen on the Durhams, and from the fifth man poled the boat, while the fifth man steered her. On the Mississippi boats the crews averaged nine men, four of whom poled on each side and the ninth man took the helm. These boats were decked over at each end so as to form cabins, while the center of the hull was open. In this the light draft boats on the Sacramento River are, at the present writing, lengthwise of the boat were "running-boards" or platforms, on which the men stood while poling along. (They got on at the bow and walked aft, pushing her as they walked. It was very hard work, so much so that the men had to have a square sail on each, which they could set when the wind was fair, and save a great deal of labor.) The Dunham boats were in use twenty years prior to the outbreak of the revolution, and owed their name to Robert Dunham, an ironfounder of Bucks County, Pa. The Dunham boats were taken into use on the Kanawha, the Monongahela and Allegheny rivers, about fifteen years later, had seldom any masts or sails, but greatly resembled the canal-boats of a later day. They had cabins at either end. The deckhands lived in the forward one, while the master and his wife, who visited as cook, occupied the cabin at the stern.

Horse-power was invoked (four horses in each team) early in the century for the propulsion of sidewheeled boats, worked by endless treads, similar to those used on threshing machines before the model of plow was invented. The writer can recollect one of these boats in use on the Hudson River, between Hudson and Athens, as late as 1847; and in 1852, Joseph Knott, a New Jersey man, who had probably seen them in use on the Delaware, operated one on the Willamette River at Portland. On the same river is now spanned, to-day, by four steel bridges, equal to any in America, in point of structural merit.

This brings us down to the closing decade of the eighteenth century, at which time James Nasmyth had already invented the steam hammer, without which no large factory is now complete in any other land, excepting as far as England, Franklin, Robert Fulton, James Rumsey and John Fitch, were working hard to apply steam to inland-river navigation. They had not dreamt that their greatest triumph was to be on the dry land.

## CHAPTER VII.

Whether James Rumsey or John Fitch was really the inventor of the steamboat, no one can tell the day can determine. The compiler of this article has for a lifetime inclined to the side of Fitch, but recently got hold of some copies of letters from Gen. Washington to Rumsey, which had a tendency to shake the deeply-rooted opinions of forty years. Rumsey was a diffident man, while Fitch was self-assured. In November, 1783, Rumsey had a memorial presented to him by the Legislature of Pennsylvania, in which he was asked for an appropriation of \$1000 to be used in the construction of a boat warranted to make forty miles a day against the current of the Delaware, or the money would be re-

funded. We also find that Fitch was attempting to run his boat on the Delaware for nearly six months of 1781, but was compelled to abandon it for lack of patronage.

Fitch's first boat was rigged with two sets of oars that moved backward and forward of each other on both sides of the boat, setting the oars on the "center" of the engine. Oliver Evans' "Orukter Amphibolis" was propelled by a wheel at the stern, but had an upright engine. Fitch's second boat, built in 1789, had a walking beam engine, but worked "dry steam" (high pressure) and had two paddle-wheels working "side-ways" within the hull. He conceived the idea of a propeller to work at the stern, but it was nothing like the screw now in use which was invented by a Swede, Capt. John Ericsson, since world-famous as the inventor of the iron-clad warship of the Monitor type.

Steamboating never had a permanent foothold, either in America or Europe, until 1807, when Robert Fulton finished his boat, the Clermont, in which he made his initial voyage from New York to Albany, stopping over night at Clermont, the country seat of Chancellor Livingston. The running time was twenty-four hours to Clermont and ten hours thence to Albany, a distance of forty miles. The Clermont was sided up like a sailing vessel, and had no extended square yards like the modern river boats. Her propelling power was a single side-lever engine with a crosshead working the piston. This type is still in use on most all the English and Australian sidewheel boats. The pioneer steamers in the California trade, the California, Oregon, Columbia, Windmill, Scott, Columbie and others, that do not have the same cumbersome engines. We let Fulton tell his story of that initial voyage:

"I left New York on Monday at 7 o'clock, and arrived at Clermont, the seat of Chancellor Livingston, at 6 o'clock on Tuesday; time twenty-four hours; distance, 110 miles. On Wednesday I dined from the chancellor's table at 6 in the evening, and arrived at Albany at 5 in the afternoon; distance forty miles; time eight hours. The run is 150 miles in 32 hours, equal to near five miles an hour. On Thursday, at 9 o'clock in the morning, I left Albany, and arrived at the chancellor's at 6 in the evening. I started from there at 7, and arrived at New York at 9 o'clock in the evening, after thirty hours; space run through 150 miles, equal to five miles an hour."

Such was the beginning of a strictly American profession. No other nation had such a profession, because no other nation has such rivers. Today it is almost banished, except at the far East, where the Priscilla and Puritan, the largest river steamers in the world, make almost railroad time. They carry

used her canvas when the wind was fair. From her to the great Pennsylvania, there is something of a transition.

On the waters of the Mississippi and its tributaries, boats of entirely different character had to be used. The beam engine was impracticable because the shaft extended clear across the boat, and the water were so crooked that the pilots were obliged to have one wheel independent of the other in order to round the bends. Then again, the absence of air-pumps and condensers made a great difference in the weight of machinery within a boat. So it was that the fast western steamboat was as different from the eastern congener as anything possibly could be. The eastern boat had big low pressure boiler on each after guard and one or two short smokestacks, while the western boat had front smokestacks, of the wheel and between her engines, with the smokestacks from fifty to sixty feet high, so that the sparks would all be extinguished by the time they fell on the roof. The wheel was placed forward of amidships on the eastern boats, to overcome the resistance while on the western boats it was placed well behind the way stanch, to assist the pilots in steering through very crooked water. The dining-room of the eastern boat was always in the after hold, while on the western boats it was in the main saloon, which was generally cut off into

a master's certificate, and the Flora was the best low-water boat I ever saw in my life. The greatest high pressure engineer of the past sixty years was the late John Gates of Portland, Or., who designed the "Wideawake," "H. B. Thompson" and other great stern-wheel boats. He was Mayor of Portland when he died, and had twenty-seven patents in force at the time of his death, nine of which were for fuel saving two for steering apparatus for labor.

John Fitch designed the Enterprise and Robert Fulton furnished the engine. She cost \$40,000, and was 322 tons burthen, with two stern wheels worked by a single engine. She was built in 1811 and lost in 1814. In that year the government seized the steamer Vesuvius and Wagner, on all the lines, except the narrow-gauge line which runs from Memphis to New Orleans. The head of Gen. Jackson's command from Memphis to New Orleans, the head of Robert Fulton, who was a large owner in the boat, brought a claim before Congress in 1816 for damages for the use of the boat. Jasper Lynch, also was agent for the boat at the time of the seizure, and made the following sworn statement to the freight and fares on the Mississippi in 1812:

Freight from New Orleans to Natchez per ton ..... \$12.00  
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Passage from New Orleans to Louisville ..... 125.00  
Passage from New Orleans to Natchez ..... 30.00

all other peoples in the matter of comfort on the rail. Nine years ago I rode from Mittagong in New South Wales, to Albany, on an Australian sleeping carriage, in which the men were huddled into one end of the coach and the women into the other. Of course the men carried their trunks to the end of the car, and the ladies vice versa. Then began the fun: "Ow, Gawge, my dear boy, you've gotten my nightgown in your portmanteau." This was followed by a volley of expletives and a masculine exit at the next station. "Well, G. I. G. (Gladys, my dear), you've had a nice time, you're going to have a nice time to your reticule, and I pawtive can't shaun without them." But that is a digression. The traveler now visiting the colonies would see nothing of the sort, for they have Pullmans and Wagner cars on all the lines, except the narrow-gauge line which runs from Memphis to New Orleans. The head of Gen. Jackson's command from Memphis to New Orleans, the head of Robert Fulton, who was a large owner in the boat, brought a claim before Congress in 1816 for damages for the use of the boat. Jasper Lynch, also was agent for the boat at the time of the seizure, and made the following sworn statement to the freight and fares on the Mississippi in 1812:

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made in 1814, and while engaged on it he designed the exhaust of steam into the smokestack, not so much to increase the draft as to deaden the noise. It was in 1816 that he first conceived the idea of solidifying the base of railroads, by making the rail to sit firmly in a chair of his own design, secured by driving wedges into the rail. His next effort was putting steel plates under the boiler to prevent its joints from slackening by riding over a rough piece of road. He next built an eight-mile road for the Tettell colliery, completed November 18, 1822, the cars being drawn by locomotives on the level portions of the road and stationary engines on the inclining grades. In 1822 he obtained an act of Parliament for a railway from Darlington to Stockton-on-Tees. The plans called for traction engines to operate the hilly portion of the road, but were withdrawn at Stephenson's request, to enable him to use locomotives on the narrow-gauge line which runs from Darlington to Warrington, a distance of 520 miles. And as their roadbeds are much better laid than ours, they are now only lacking in one essential element of comfort, the American dining-car, whose slow and precise way of serving meals is a sure preventive

success of it, because it had legs instead of wheels. As there were two sets of cars in Fitch's first steamboat, one set working outside the other, so old Evans make eight legs on a side to carry and propell his wagon. He soon saw the fallacy of that, and applied the ordinary principle to the stern paddle-wheel to his "Orukter Amphibolis." In 1826 he petitioned the Legislature of Pennsylvania for the exclusive right to use his improvements of steam machinery in flour mills and steam wagons in that commonwealth. The colonists said you're respectfully told to go to your reticule, and I pawtive can't shaun without them." But that is a digression. The traveler now visiting the colonies would see nothing of the sort, for they have Pullmans and Wagner cars on all the lines, except the narrow-gauge line which runs from Memphis to New Orleans. The head of Gen. Jackson's command from Memphis to New Orleans, the head of Robert Fulton, who was a large owner in the boat, brought a claim before Congress in 1816 for damages for the use of the boat. Jasper Lynch, also was agent for the boat at the time of the seizure, and made the following sworn statement to the freight and fares on the Mississippi in 1812:

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Freight from New Orleans to Natchez per ton ..... \$12.00  
Freight from New Orleans to Natchez per ton ..... 15.00  
Passage from New Orleans to Louisville ..... 125.00  
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is a type of the restless American's inventive power, an epitome of his indomitable spirit that rises superior to every obstacle."

The "compound engine" which is a principle of seventy years old, having been first practically used in 1820 on the old steamer Empire State, between Buffalo and Sandusky. But it was not till 1868 that John Elder of Glasgow began to apply it to marine work. In 1872 the Colma arrived at San Francisco, the first boat in these waters thus equipped. Since then the steamship company of the Southern Pacific Railroad, went to look at her and evolved a design for a compound locomotive which has the same mission as the steamship engine—the saving of fuel. Such engines, however, are only valuable for runs of 100 to 150 miles. But the idea was to have stopping at water tanks for the compound engine condenses the steam and turns it back into the boiler as hot water. In a trip between San Francisco and Los Angeles this would effect a saving of nearly forty-five minutes. But locomotive engineers are a rule, do not favor compound locomotives, for the same reason that their predecessors sixty years ago, rejected the poppet valve—it made too much machinery. The movement of locomotives is so rapid and the danger of breakage so great that simplicity of construction seems to them like a law of nature. The compound engine will probably always be in use on overland railways, it can never hope to gain a foothold on local trains, here or elsewhere.

The sand box is an American invention that was designed to create a friction under the wheels of a locomotive, and was invented in 1851 by a mechanic of Lancaster, Pa., on account of grasshoppers getting crushed on the track so that the drivers slipped and would not hold. The first engine

## The Mysterious Message. A Story of the Rail.

[Contributed to The Times.]

**A** NY one could see by the air of industry that pervaded the place that something unusual was going on. Three or four switch engines—noisy little tugs of the rails were pulling and snorting amid the sea of cars that covered the freight yards: Down at the roundhouse the day foreman, in a new, washed suit of overclothes, hurried to and fro with crumpled copies of telegrams from the trainmaster. The boss wiper, with his gang, was clearing the circle in front of the house of dirty waste and lumps of coal. One of the men was sweeping the turntable with a new broom. Now a yard engine came by with a freshly-painted mail car, and another followed it with a mile or so of empties, reminding you of a little black ant at one end of a fish worm.

The superintendent had gone into the dispatcher's office to talk with the trainmaster about a meeting point for No. 8 and the president's special. This was the new president, who, with the chairman of the board of directors, was making his first tour of inspection. Every one must be busy without appearing to try to do so. The section boss, that each was at his wheel, and never "slow," signified his desire to show the officials that they had been doing something to the track. The roadmaster had gone out that morn-

ing, occupying a camp stool on the rear platform of No. 8. All these things combined to show the most casual observer that something was up. In the face of every one of the road at this particular point, the switch dispatcher asked: "Where's the special?" "Gone," said the wire, and the trainmaster, who had looked into the ghost-like face of the girl as she passed him, could say nothing but that she had sent her away. I have instructed her to call here again this morning, and I hope you will be good enough to put her to work. Her father was as nervous as a maiden lady in her first bicycle suit. Having sent the "trick" man away he was handling the train himself, to make sure that everything was O. K."

"He'll cut me off or let me stay. Just as he happens to feel today." The division superintendent, who had just gone into the dispatcher's office, was an exception to the rule that all subordinate officials are afraid of a new management. He knew his business, and could get along with the retiring manager to another road. The trainmaster was of a different caste. He was as nervous as a maiden lady in her first bicycle suit. Having sent the "trick" man away he was handling the train himself, to make sure that everything was O. K."

"A pale girl over here yesterday—an operator, and the superintendent, after they had fixed the meeting point, said he would endeavor to find a place for her to be responsible for her," said the superintendent. "I shall cease to be responsible for you," and there followed a scene, in the midst of which a pale girl slipped into the room and sank upon a seat outside the railing unobserved by either of the angry onlookers.

The superintendent, who had looked into the ghost-like face of the girl as she passed him, could say nothing but that she had sent her away. I have instructed her to call here again this morning, and I hope you will be good enough to put her to work. Her father was as nervous as a maiden lady in her first bicycle suit. Having sent the "trick" man away he was handling the train himself, to make sure that everything was O. K."

"Tenderly he lifted the limp dispatcher from the table and laid him upon the floor. He poured water in his hand and bathed the face of the unfortunate official, but it was too revulsive, and he soon lay up the hospital and one of the surgeons came with an ambulance and carried the sick man away.

The superintendent, who was himself an operator, called Eastcreek, and told him to let nothing pass that point west-bound, until further notice from the division superintendent.

He walked to the window and looked out over the coach yards, and saw the pale girl pacing the platform, waiting for a train to carry her back to her home. Her heart was heavy with dread of the collision, and at thought of returning to her widowed mother with the news of her return to second world.

The superintendent, taking upon the window with a switch key, and when she looked up, beckoned her to him.

"Take that seat," said the superintendent, pointing to an empty chair at the dispatcher's desk. She did as he had told her, and waited tremblingly

for the wire to give her something to do.

Mr. Creamer, the first trick man, who had been sent away, having heard of the sudden illness of the trainmaster, now came hurriedly into the office. The superintendent waved his hand in the direction of the desk where the girl sat.

"Keep your seat," said the dispatcher, as she was about to rise, and after glancing over the work, turned a blanched face to the superintendent.

There was a moment of silence in which the two men gazed helplessly into each other's faces and listened constantly for a call from Eastcreek or elsewhere. The girls' cheeks were now burning red, gathered in the reports from the various stations of the coming and going of many trains.

Now the operator at Eastcreek touched the key and said: "No. 8 twenty minutes late," and fresh color came to the white faces in the dispatcher's office.

When the operator at Westcreek quitted the platform and reentered the office, he heard a hurry-up call for him, which came in a quick, nervous way, and told him that he was wanted. He answered at once and got this in return: "Hold No. 8, lap order." The last two words reassured him that compliance with this order was necessary to prevent a collision. "No. 8 is gone," he replied. "Hold her—T. J. G." came back to him in an instant. The man is

tendent, touched deeply by the tears and tenderness of the sick man.

"Every morning for nearly a month he has called here to ask after you. I shall send him to you at once, and not you just bring up somebody."

"The meeting between Creamer and his sick friend was too much for the patient, and the chief surgeon, who had come in with the visitor was obliged to send him away almost immediately.

It was nearly a week before any more visitors were admitted to the sick room. Only the flowers came every morning. They were not many, but always fresh.

"I'm strong enough to know, now, Dan," said the patient when Creamer had been left alone with him, "and I want you to tell me all about it."

"About what, Tom?"

"About the collision—how many were killed?"

Dan assured him that there had been no collision on the road for over a year. "And you," he explained, "have just been here month today—the 20th of January."

"Don't lie to me, Dan. You I ask to do that; but I know you I ask the man, and I do not. If he could overlook his sex and forget her for having been born a woman, she would be content to take whatever he had to offer her. 'Ye gods,' said the trainmaster to himself, 'she makes me ashamed. She's as brave as she is gentle, and as brilliant as she is beautiful.' He was moved now, knowing her, that he had failed to see that she was a very superior woman when he sent her away without the promise, even, of employment.

When the two dispatchers who had received notice of their promotion came into the trainmaster's office they did not appear overjoyed. The man who had told them of it, however, when they saw them, said to the trainmaster, "I assure you that this is an equal show with the men, and I do not. If he could overlook his sex and forget her for having been born a woman, she would be content to take whatever he had to offer her. 'Ye gods,' said the trainmaster to himself, 'she makes me ashamed. She's as brave as she is gentle, and as brilliant as she is beautiful.' He was moved now, knowing her, that he had failed to see that she was a very superior woman when he sent her away without the promise, even, of employment.

"It's just this way," said the second trick man. "You are setting Miss Morgan back because she is incompetent to handle the heavy business on the first trick. We have nothing to say to that. The car is not mine because she is a woman, or as an instance of justice to us, we most respectfully decline a promotion that will work a hardship to this most deserving girl."

"The change was ordered as a matter of justice to you, and in keeping with the policy of the management." However, if you gentlemen are disposed to do that, I assure you that you are right. You said yourself, Westcreek did answer and got your order to hold No. 8, and he held her, and there was no collision."

"Dan, I never sent that message. I wanted to; God knows I would have given my life to save those poor men, and the engines, and the poor president?" Was he killed?"

"Dan, who don't you tell me the truth?"

"Dan, and the miserable man held out his hand beseachingly."

"I have told the whole truth, Tom," said Miss Morgan, "There was no collision, but Goodlough shot his head, his eyes filled with tears, and he turned his pale, pinched face to the wall."

"Sure," was the girl's answer, and then she shut him off.

Not long, however, until the trainman had not yet been relieved.

"Working the first trick," said the operator, finishing his quiet and unbroken talk.

"There was a dash of Irish in Minnie Morgan, and she answered without hesitation. "Miles Mulcahy."

"Solid, with the new push?"

"Sure," was the girl's answer, and then she shut him off.

The superintendent, whose "long suit" was the roadmaster expressed it was "long sense," had maintained all along that the transmission of the mysterious message was still a mystery. Those occult scientists might sit up nights and work out answers satisfactory to themselves, declared the superintendent, but they would never tell the end of the story. "There must be another solution of this mysterious message," he declared to the president, "and I shall find it before the end of the year."

At the expiration of forty days the medical staff declared Goodlough sound and fit to command, and the superintendent called upon the superintendent for his decision. He had begun as a messenger boy in the trainmaster's office on an eastern road, when he could barely reach the top of the high desk. He had been with this company so long that he felt a proprietary interest in the road. He would be glad to return to his old post, but men were easily dismissed for a living.

"It will not be necessary for us to re-

view this matter," began the superin-

dent, when Mr. Goodlough had seated himself in the private office of the chief conductor, told him of his circumstances, should feel it my duty to dis-

charge you, but in consideration of your excellent record and other exten-

ding circumstances, the confusing na-

ture of the numbers of the locomotives

and trains, and the names of stations,

I have concluded that I shall serve the

company best by allowing you to re-

turn to your former place. In this

I wish you to understand that the

matter of personal friendship, which

has grown strong in the years that we

have spent together, makes no differ-

ence in my decision. The sixty days,

which I must now give you,

is meant more as a punishment

than as a means of discipline, and

is to be used to give you a well-meant warning which might

have saved you for your carelessness

in giving a wrong order. It is more

your misfortune than your fault, how-

ever, that you have lost these forty

days, therefore your suspension will

not last longer than twenty days.

Goodlough thanked the superintendent

warmly for his consideration and

went out to begin the hard task of

the day. He was soon at the head end

of the train, and the light engine

was pulling the train up the stairs

up from each of the forward locomotives,

he knew they had quit, and slowed

his own machine accordingly.

When they had come up to the rear of No. 8, he stopped the engine and hurried over to the head end. The

roadmaster reached for the rope and signaled the engineers to back up.

The drivers opened their throttles

and whistles and began to jam the

train back.

The driver of the light engine re-

versed at once upon dropping the op-

erator, picked up the flagman and was

now backing away for Westcreek at a

fragile pace. His flagman took the

switch, let him in on the siding,

No. 8 dropped in after him, and just

as the operator and conductor had

forced the stubborn rails back to the

main line, the president's special

crashed over the switch.

Not unusual on board the special

to know how near they had been to death.

Their orders read to meet No. 8 at

Westcreek, and there she was, in to

clear, just as the daring driver of the

special engine had expected to find her.

The conductor of No. 8, with his two

engineers, the roadmaster and op-

erator, had been five minutes reading,

clicking, comparing and examining

orders they had received. They were

all signed "T. J. G." by the train-

master himself. The thing was plain-

ly a trick, and the operator had dis-

covered his mistake in time, by the

good fortune that had left the light

engine behind.

He had been a good engineer, and

had been a good conductor, but he

had been a bad roadmaster.

The roadmaster had been a good

operator, and the conductor had been

a good conductor, but he had been a

bad roadmaster.

The conductor had been a good

operator, and the conductor had been

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bad roadmaster.

The conductor had been a good

operator, and the conductor had been

a good conductor, but he had been a

seated the superintendent asked the trainmaster to relate what he knew about the so-called "mysterious message."

"I know absolutely nothing," declared Goodlough earnestly, for the subject was naturally embarrassing to him.

"You told Mr. Creamer, I believe,

that you were positive that you did not send the order to Westcreek to hold No. 8, although your initials went with it," said the superintendent with the air of a lawyer cross-examining a witness.

"And do you not know who sent the message?"

"I do,"

"Well, I do," said the superintendent with a broad smile, "and I'll let you get into the secret. When Miss Morgan gave you rather bad advice, she endeavored to convince you that you were in danger, but

despairing, she left the building.

She was almost wild with grief and alarm. I saw her face as she hurried down the stair and it was the face of a mad woman. I read it wrong and sent you to her to learn the cause of her distress and to you call Eastcreek and ask for the special

—your last message that day—and heard the answer, 'gone,' and saw you fall. But the frail woman whom you had turned away, did not fall. While you fell fainting among the inkstands and instruments she rushed into the hotel and found you. There was no one in the Western Union office, she took the key and began calling Westcreek. She could not see the clock as you did, and she called and called, and when at last the operator answered, she told him to hold No. 8. 'No. 8' is gone," said the operator. "Hold her," said the wire back to him, and fearing the operator might question the message she sent your initials at the end of the order.

"Brave girl!" cried the president, rising and beginning to pace the floor, for he was deeply affected by the story of how a young woman, who but a day before had been refused employment by the company, had contrived to save the company's property to the tune of men whom she had not known.

"She shall have the company's check for a thousand," the president added.

"You will furnish her with transportation," he continued, addressing the superintendent, "and have her report to me at the Boston office the first of the year."

"Miss Morgan reports to the trainmaster," said the superintendent smiling and waving his hand toward Goodlough, who sat pale and silent, like a man who had just received a hard blow.

"Miss Morgan will not be in the company's employ after today," he said, looking steadily at the president.

"Has she been dismissed?"

"She has been promoted, and is to take her new place on New Year's day."

"May I ask what office she is to take?" inquired the president, glancing from the trainmaster to the superintendent, who was still smiling.

"She is to be Mrs. Goodlough," said the trainmaster with a stern, calm face.

"Accept my congratulations," said the president, holding out his hand.

"This is the second time, then, she has saved your life," he continued, as Goodlough took his hand; "and I hope you will allow her to accept my personal check for another thousand, for she is a man as well."

Goodlough was greatly affected by the news of Miss Morgan's heroism, and he conduct of the president and superintendent of the road. He kept clear of the dispatcher's office that day, for he dared not trust himself in her presence.

The evening, when Minnie's mother had retired to her room, and the lovers were left alone together in the little lamp-lit parlor, they looked at each other in silence for a moment.

"What distresses you?" asked Miss Morgan.

"And you?" inquired the trainmaster.

"Order No. 76," was her reply. "I've lost my place."

"And found a friend, a lover, aye, a husband and happiness, I hope."

"And what have you found?"

The sender of the mysterious message, said Goodlough, advancing to where his sweetheart sat.

"Did he tell you?"

"Yes. How shall I repay you for all that you have done for me?"

"By pardoning me for forging your name to the message, and becoming

cheerful and shortening your office hours, and—well, if anything more occurs to me I'll tell you later."

"Then you did send the message?"

"And how about the flowers that came to the hospital every day? The red roses, whose breath called me back to life?"

"Yes," she said, and the little hand stole into his and nestled there. "Just a little while. She forgot that she was out of employment, and he forgot the lamp order of a year ago. The lamp had gone low. He lighted a match to look at his watch, and it was neither yesterday nor tomorrow, but just between; and then as the conductors do at the end of the day, she gave him 'good-night,' and he went away."

CY WARMAN.

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## The "Ticket Punchers."

ON TUESDAY, May 11, at 1:30 p.m., the twenty-sixth session of the Grand Division of the Order of Railway Conductors, will be called to order in the Music Hall, adjoining the Los Angeles Theater, and will continue in session until all the legislative work for which the convention is called, has been transacted. These sessions are biennial in character, the previous session having been held at Atlanta, Ga., and the next con-

vention will be held in some city east of the Rock Mountains. This session will bring to Los Angeles about four hundred delegates and officers entitled to seats on the floor, besides the wives and children and a large number of railroad people in various capacities, probably about three thousand in number. The object of the order is to better the condition of its members; to assist each other in securing work and to adjust grievances between individual members, as well as between members and

offices; and such officials too often permit their clerks to handle complaints that the parties referred to have been very badly treated. Such complaints are often exaggerated, if not wholly untrue. As a consequence conductors are frequently laid off without good cause and on a proper showing made by the association at the general offices the conductor is returned to his work. At the beginning of each year each local division selects a committee of three to investigate and report proceedings to the general manager. This committee resulted in increased friendly relations between employer and employee, and has never been found detrimental to men who rightfully performed their duties.

The association reserves the right to strike on the occasion of a grievance, but not until all other methods of adjustment have been tried and failed; and then only by a two-thirds vote of grand chief conductor and the affirmative vote of all members of the order on the system where the trouble originated.

There is also a mutual benefit or insurance plan in the order which is under control of the grand division and is controlled in its operations by a committee of three. It has only gone along about six months when it became evident that the society should embrace employees of the Canadian railway systems and should be made wider in its scope and more far-reaching in its designs. With this end in view, a reorganization took place at the annual meeting in December, 1888. The machinery of the new organization was wholly different from the old one and an improvement in every possible way. The Grand Division was organized by representatives from the five original divisions; a constitution and by-laws were adopted, and every member was done in the name of the members. From that time on the growth was steady, vigorous and in every way indicative of strength and benevolence of purpose.

At the eleventh session of the Grand Division the name of the association was changed from the Conductors' Brotherhood to the Order of Railway Conductors, and it not only embraces members from the United States and Canada, but from all over the world. The object of the order is to better the condition of its members; to assist each other in securing work and to adjust grievances between individual members, as well as between members and

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## Flagstaff Now Offering \$65,000 Worth of Water Bonds.

Up upon the elevated plateau which traverses Northern Arizona, at an elevation of 6886 feet above the sea, placed in a setting of pine forest with the noble San Francisco peaks for a background, is the city of Flagstaff, capital of Coconino county and commercial center of a wide industrial area. Though in lapse of years the city has not reached three-quarters of a score, yet, nevertheless, by reason of the marvelous natural wonders surrounding it and by reason, also, of its healthfulness, Flagstaff is a familiar name to the ear of the world over. It has schools, churches, societies, good order, good citizens and all the accessories of high living enjoyed by the best type of town of equal size either East or West. Its population numbers about three thousand. Many unfailing causes have led to the splendid progress made by Flagstaff since the day of its birth. Its geographical position and transportation facilities make it the inevitable distributing point of the vast forest and mineral product of Northern Arizona, while its sanitary conditions appeal irresistibly to those whose affliction demands a pure, dry atmosphere. Add to this the fact that Flagstaff is the most popular gateway to the most sights of novelty and unaccustomed interest than any other town in the world, and one may understand the stability and prospect of the city.

Flagstaff is situated upon the Mogollon water shed. To the east the Painted Desert lifts its lofty banks of suggestive and incomparable beauty, while to the west the sunken aridities of the Mojave sweep toward the setting sun. From a distance of fifty miles to the north to 150 miles to the south, with a variable width approximating sixty miles, stretches the rich pine timber belt of Arizona. To the north of this, and cutting it squarely in the middle, is the incomparable and indescribable Grand Canyon of the Colorado. Toward every point of the compass one may travel among wonders of nature and profoundly interesting remains of prehistoric man. Grand Canyon, Cataract Canyon, Natural Bridge, Montezuma Well and Castle, Oak Creek, Devil's Hole, Walnut Canyon, Sunset Mountain, have grottoes, cliff dwellings, Black Crater, San Francisco peaks, the Moqui village and innumerable other world wonders are easily and alone accessible from Flagstaff, and near at hand. The air is marvelously pure and invigorating, and laden with the sweet odor of the pine. In winter there are great but not persistent snows, and the weather cold, but the summer climate is characterized by that ideal tonic obtainable only

### WOOL IN ARIZONA.

Regarding the wool industry of Arizona, heretofore one of its most important interests, the following concise statement from F. W. Sisson, president of the Arizona Wool-Growers' Association, is exhaustive:

From the time of the early settlement of this Territory down to the year 1893, the sheep industry was most prosperous, and steadily advanced until it became one of the most important industries in the Territory. A large portion of Northern Arizona is still covered with sheep grazing, ranging from 5000 to 7000 feet in elevation, and upon which a number of mountain peaks rise to an elevation of 12,000 or 13,000 feet. This plateau produces several grasses and small shrubs which are valuable as feed for sheep. The sheep in this country are on the open range, nearly all of this mountain and plateau district being without fence, save a few quarter sections here and there. The vegetation is not luxuriant, but on account of its character and on account of the open range and the ability of the sheep to travel a good many miles in a day, the conditions are better adapted to sheep

than any other live stock. A number of experiments with both horses and cattle have been made here, all of which have proven failures; but prior to the year 1893 the sheep of the Territory were abundantly successful. To the sheep industry can be attributed the presence in the Territory of a large number of the present inhabitants. The sheep men have gone into the unoccupied Territory, they have discovered and developed a number of large roads, built houses and improved ranches, and have been one of the main elements in civilizing the Territory and redeeming it from a barren wilderness devoted to the Indian and the coyote.

In the year 1893 there were about 750,000 sheep in the Territory, producing annually about 5,000,000 pounds of wool, largely of a fine quality. Stock sheep were worth on the range, prior to 1893, about \$3 per head; mutton as high as \$4 per head. Wool ranged from 10 cents per pound for the very poorest and greatest, to 18 cents for the highest. During the six years preceding the year 1893 there were some slight variations in the price of wool from one year to another, but not sufficient to make any great difference in the net returns of the sheep men. In January, 1894, it was proposed to increase the sheep duty, or by the wool merchants that there was to be any great decline in price during that year; but by April, 1894, with the premonitions of a special session of Congress known to be opposed in principle to a protective tariff on wool, and with the knowledge that the removal of the 11 cents duty which then prevailed, Australian and South American wools corresponding in quality

and fiber to the wool of this Territory could be purchased for just 11 cents a pound less than it could be purchased for while the tariff was in existence, with the knowledge that in all probability the tariff would be retained and that other goods of foreign manufacture would probably be admitted into the United States either without duty or with a much lower duty than that time prevailed; that woolen goods manufactured in the United States during the year 1893 would be forced to compete with the foreign goods admitted under the lower tariff, and which would be sold at a lower price, the manufacturers of the United States were forced to take the position that the wool clip of 1893 produced in the United States must be purchased by the sheep men at such a price as would enable the manufacturers to compete with the imported goods under the lower tariff. Consequently the prices began to tumble, and for the same wool that was sold for 16, 17 and 18 cents during the several years preceding the memorable year of 1893, prices ranged from 10 cents to 12 cents per pound realized here, and for wool that had sold at 10 cents per pound, a price of 3 cents was realized. The prices of mutton correspondingly declined, and for mutton that had previously sold at \$4 per head here, \$1.50 to \$2 per head was realized. Sheep which had previously sold at \$3 per head, was 70 cents per head.

This condition of affairs has continued until recently, the number of sheep in the Territory decreasing each year, until at the present time there are probably not over 65 per cent. of the number in the Territory in 1893. The sheep men have been forced in 1893 have most of them succumbed to the press of circumstances and been forced out of the business. Those who had their property free at that time have some of them been forced into debt, in order to keep up running expenses on their sheep; all have suffered most grievously.

So far as the sheep of Arizona are

concerned, there can be but one of two conclusions: If the policy of free wool should be continued it would mean the selling of every hoof of sheep in Arizona; it would mean the destruction of the ranches and homes that have been improved and established by the sheep men of this Territory. It would mean that all the northern part of Arizona will be occupied, except by the denizens of the wilderness; it would mean the ruthless waste and destruction of all the improvements made for the last fifteen years on the range in this section; that a great part of this great Territory will become a useless waste, and the tide of civilization will be turned back many years. On the other hand, if the wool duty of the McKinley Bill is restored, it means the restoration of the former prices realized here, both for wool and mutton, and means the return of sheep in this Territory and the prosperity of the sheep industry; it means the increase of population and the building up of Arizona.

Surrounding the city upon every side are vast park-like areas of the pine belt. No underbrush mars this perfect resemblance, which characterizes this prolific forest, edging its way into the city's rim and mantling the mountain ridges for scores of miles in every direction. Anticipating an early extension of the territory into the state of Arizona and a consequent increase of population among the citizens of Flagstaff have determined upon an improvement of their water system which will place them in a position superior to any western town in that regard. Near at hand is an inexhaustible water supply of absolute purity. The source is an unfailing mountain stream, the Colorado, which, spouting their crystal fountains far up upon the mountain side, 2000 feet above the city, sixteen miles away. This water

will be brought near to the city through a system of steel pipes and discharged into an ample reservoir, at a sufficient height to give ample fire pressure in the city, through gravity. The piping system of the city will be upon the latest improved methods. This important improvement will be paid for at the cost of \$65,000 for the payment of which Congress has enabled the city by popular vote, to bond itself in this amount. The bonds are payable in the lawful money of the United States, run thirty years, with interest payable semi-annually at the rate of 6 per cent. per annum, for the payment of which the loan will undoubtedly be quite taken, as it is gilt-edged. The taxable property of the municipality runs far into the millions while it has no bonded indebtedness and owes less than \$1000 above the amount of cash in the treasury.

Already the city has completed a contract with the Atlantic and Pacific Railway for the supply of 125,000 gallons of water per month, for \$350, an amount which is \$25 per month in excess of the total interest for that period upon the entire loan. In addition to this a further contract is arranged for with the Arizona Lumber and Timber Company, one of the foremost timbering companies of the Territory, for the supply of water to the amount of \$1500 annually, upon the completion of the plant.

These bonds will be placed upon the market at once, and inquiries regarding them are already pouring in upon Clerk Smith. It is proposed to complete the pipe line with the utmost dispatch.

### ARIZONA PINE LUMBER.

At an elevation of between 6500 and 8000 feet above the level of the sea is situated the vast pine timber belt of Arizona, not less than 10,000 square miles in extent.

The quality of this timber is

such as to render it available for all purposes where great length is not required. It is of the soft, yellow variety, and grows sparsely upon the mountain sides, not often reaching a diameter greater than twenty inches. Its manufacture in various timber products is extensively carried on around Flagstaff, perhaps to the greatest extent by the Arizona Lumber and Timber Company. The latter institution carries on the business upon a large scale, cutting 85,000 feet per day, and turning a large part of it into complete side products.

These ranches can be fenced and the sheep turned loose in these inclosures, thus doing away with a large part of the expense necessary in herding the sheep on the open range and driving away with a large part of the loss, besides to straying and death by wild animals or other causes brought about by the conditions of this country. Therefore, if it is thought desirable that this vast western country shall be utilized, that a part of our sheep population shall devote itself to the sheep industry, that the United States shall produce its own wool and manufacture its own clothing, the only way it can be done under present conditions is by an ample protective tariff. The sheep of the United States have decreased during the last four years from 12,000,000 to 15,000,000 head. The annual wool product of the United States has decreased about 100,000,000 pounds. The imports of foreign wool and woolen goods have correspondingly increased.

Unless ample protection be now

given to the sheep and wool industry of the United States, the ancient

timber is obliged to yield, and the "critics" were forced to admit that on this point, at all events, they had been in the wrong. But it was with a bad grace that the admission was made, for it did not require much penetration to see that the discovery deprived them of what I may term the base of their argument, just as Webster's admission of Homer rested on his belief in the late date of the use of writing for literary purpose of Greece, as the strongly

argued of the "critics" against the Mosaic age and authorship of the Pentateuch was that neither Moses nor his contemporaries could read or write. The Tel el-Amarna tablets have shown to us that the "critics" have been led astray in this matter, as the Mosaic age was a highly literary one. It is amusing to watch the undisguised reluctance with which the "critics" have swallowed the unpalatable fact that, after all, Moses could have written the *Israhelitish Law*.

### Electricity on the Canals.

Americans have good grounds for thinking, as they do, that they have evolved the system which has been adopted for the Erie Canal the best method of propelling canal boats electrically yet known.

In this method, it will be remembered, the motor travels on a cable running along the tow-path, and it is under the control of a man seated upon it. While in speed attained, and general efficiency, this method of propelling canal boats is far ahead of the best European developments, some experiments in this direction, which are reported as having taken place on the Bourgogne Canal in France, are not without interest. Two methods were tried, one which was called the "ring method," which was continued in a light, detachable metal box, forming part of the boat's helm, and working a screw attached to the shaft running at about 300 revolutions a minute. The entire

world's one wonder that does not disappoint. It is to take apartments at the Grand-Cafon Hotel of Flagstaff, and proceed thence by the justly famous stage road which leads to the connection. The hotel is managed by Oscar Le Barron, proprietor, who has for many years been well known as an accommodating and well-informed authority on how to see the sights of Flagstaff to the best advantage. The stage road is a famous brick and stone structure, centrally located and furnished throughout with all the luxury and comfort usually to be found at a first-class hotel. The rooms are large, the dining-room service exceptionally good, and the parlors ample and well furnished. The hotel does a large amount of business, and a very large share of commercial trade of the city, the year round. One hundred and fifty guests can easily be taken care of at a time in the house.

ARIZONA CENTRAL BANK.

This institution was founded in 1887 by B. N. Freeman, being one of the trying times that have intervened since then the time has enjoyed an excellent business, and has sustained itself entirely beyond the suspicion of instability. During the panic of 1893, while other banking institutions were suspending all over the country, the Arizona Central remained open, and the confidence of its patrons and of the public generally. The bank enjoys a lucrative patronage, its principal field of operations being between Albuquerque, N. M., and San Bernardino. Its officers are: President, B. N. Freeman; vice-president, T. C. Peck; assistant cashier, C. H. Edwards.

ARIZONA SANDSTONE COMPANY.

One of the leading industries of the Arizona, and one of the greatest in the Territory, is the reputation in the building trades is the extensive quarry of the above-named firm. In selecting a building stone it is essential that it possesses strength, durability and pleasing color; that it can be worked readily; that it be furnished in large sizes if desired, and that it can be obtained without delaying the construction of the building.

The Arizona sandstone resists a strain of about 5800 pounds per square inch, which will stand the weight of the stone in a column over a mile high without crushing. It was used in the Oregonian building, Portland, Or. The stone is quarried at a height of 1000 feet above the mountain sides, not often reaching a diameter greater than twenty inches. Its manufacture in various timber products is extensively carried on around Flagstaff, perhaps to the greatest extent by the Arizona Lumber and Timber Company. The latter institution carries on the business upon a large scale, cutting 85,000 feet per day, and turning a large part of it into complete side products.

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Mr. Clarke in his greater character role of Jake Muggeridge, M.A. ....

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STRICH FARM—SOUTH PASADENA—

Open Daily to Visitors.

SIXTY GIGANTIC BIRDS—TWENTY OSTRICH CHICKENS.

HOAS, CAPEZ AND TIPS AT PRODUCERS' PRICES.

Appropriate California Souvenirs and Presents.

Take Pasadena Electric Cars.

## MISCELLANEOUS—

## CARBONS—

"Every Picture a Work of Art."

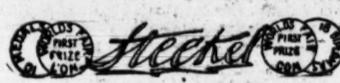
Visitors to Southern California should not miss the opportunity to have photographs made under the most favorable condition of atmosphere in the world.

## UNRIVALLED SUCCESS IN THE ART OF

## PHOTOGRAPHIC PORTRAITURE....

Attested by twelve medals indorsements from the most eminent artistic authorities, including the highest (two gold) medals offered on photographs, at any place or time, during the World's Fair year by the

## WORLD'S FAIR CONVENTION OF PHOTOGRAPHERS.



Studio 220 S. Spring St.

Opposite Los Angeles Theater and Hollenbeck Hotel.

## GOLD AND SILVER REFINERS

and ASSAYERS. Largest and Most Complete Establishment in Southern California and 25 Years Experience. Metallurgical Works Made, including Chlorination, Cyanide and Electro-Cyanide Processes; Mill Tests from 35 lbs to 10 tons; Mining Experts, Consulting Metallurgists and Promoters; San Francisco Prices Paid for Gold and Silver in any form. WM. T. SMITH &amp; CO. OFFICE—ROOM 8, 128 N. MAIN ST.

## FREE EXHIBITION—

## Chinese and Japanese Curios.

WING HING WO CO., Importers, 228 South Spring St., have just received from the Orient a great variety of beautiful, useful and interesting articles, particularly适于家庭使用。We invite all to inspect every object to handle and examine and buy anything that is as much as they may desire and without feeling under any obligation to purchase.

## ELGINORE HOT SPRINGS

## SANTA FE EXCURSION

Every day to this FAMOUS RESORT. For information apply to Southern California Office, 128 N. Main St., or south Spring, or address C. S. TRAPAGEN, Manager of Hotel Elginore.

## THE BEAUTIFUL HOTEL ARCADIA, Santa Monica

Is Reopened For The Season.

A full Orchestra in attendance. Hot and cold Salt Water Baths.

## LOS ANGELES BICYCLE CO.—C. B. BRADFORD, Mngr.

Wholesale and Retail. Agents Wanted. Write us for price on sample wheel.

## REDONDO CARNATIONS—And CHOCOLATE ROSES. CUT FLOWERS

No. 8, Broadway, same side City Hall. Tel. 112. Flowers packed for shipping.

## INGLESIDE FLORAL COMPANY, 14th South Spring Street.

Flowers. Ingleside Carnations. F. Edward Gray. Tel.—Red 1072.

## BLANCHARD-FITZGERALD MUSIC CO. Everything in Music.

## The Morning's News in The Times

## IN BRIEF.

The City—Pages 9, 11, 12, 13, 14, 16.

Conductor Maurice fell from a moving car and was killed....Stranger passed a bogus bill at the Orpheum....Funeral of K. H. Wade....Booth-Tucker's first visit to Los Angeles....Death of C. W. Davis, the architect, at Gardena.

## Southern California—Page 15.

Townsite and postoffice for Virginia Dale....Boom at Rialto....Work for the unemployed at Santa Barbara....Probable reorganization of the Pasadena and Los Angeles Electric Railroad....Sites offered for the new Normal School at San Diego.

## General Eastern—Page 7, 8, 13.

Extra session of Congress meets today....Tariff bill to be ready for introduction this afternoon....Five railroad men discharged for sampling Grover Cleveland's wines....How President McKinley spent Sunday....The Mississippi River flood....Sensational suicide at St. Joseph, Mo....Mass-meeting for amelioration of American seamen....Arrangements for the dedication of the Grant monument at New York....A fatal whirlwind in Ohio....Tragic sequel of burglary at Birmingham, Ala....Death of a Democratic State Senator improves Hunter's chances to be United States Senator from Kentucky....Big fire at Elkins, W. Va....Fate of Pearl Bryan's murderers....Weather Forecast.

SAN FRANCISCO, March 14.—For Southern California: Fair Monday; warmer early Monday morning; light northerly winds.

Carriage works burned at Oakland.

## MISSING WARSHIPS.

No News in Good News from the Columbia and Puritan.

(BY ASSOCIATED PRESS WIRE.)

WASHINGTON, March 14.—No news of the U.S.S. Columbia and Puritan was received by the Navy Department today, but notwithstanding alarming rumors as to the safety of the big monitor Puritan, the officials of the Navy Department are under no apprehension as to the safety of either the monitor or her convoy. It is said that the orders given to Capt. Sands of the Columbia when he left Hampton Roads to go in the assistance of the disabled Puritan were elastic, and he may exercise his discretion in shaping his course. The Puritan is almost as big as the Columbia and the latter could not tow her very fast. Under the most favorable circumstances at sea, five or six knots would be as much as

as could be expected, and provided the all-welded hull of the Columbia were in broken living bits of hardware, such as might be expected to result from such an unyielding tow, the vessels could not have reached Hampton Roads before yesterday afternoon. Not hearing from them, however, the department officials concluded that Capt. Sands had gone on directly to New York, which was the ultimate destination of the Puritan, as he is under orders to try the new dry docks there at the earliest opportunity. If this is the case, the vessels could scarcely reach New York before tomorrow morning, even in fair weather. Meanwhile, it is said, that it is not a matter of surprise that the vessels have not been spoken by some ship coming in at Hampton Roads, for it is the practice of naval commanders to keep out to sea further than merchant ships coming up the South Atlantic Coast, and so they would not be sighted.

Mills for a Bridge.

MONTREAL, March 14.—The Quebec government has granted \$700,000 toward the erection of a bridge across the St. Lawrence river at Quebec. The bridge is to cost \$6,000,000. The Dominion government is expected to grant at least \$1,000,000 toward the structure.

At New York Hotels.

NEW YORK, March 14.—(Special Dispatch.) Mrs. R. J. Widney of Los Angeles and R. R. Whitehead, of Santa Barbara, are at the Hoffman.

## NEAR THE END

## The Legislature Will Soon Adjourn.

## Last Week of the Session of Many Scandals.

## Coyote Scalp Bill May Not Pass the Senate.

Many Legislators Going to Carson to See the Big Fight—Burglars Raid the Rooms of John C. Wray and A. M. Austin.

(BY THE TIMES' SPECIAL WIRE.)

SACRAMENTO, March 14.—[Special Dispatch.] The closing week of the thirty-second session of the California Legislature opens tomorrow. The County Government Bill, the Coyote Scalp Bill, the bill taxing fire insurance companies and other important measures remain to be passed. The Coyote Scalp Bill is booked for the hardest fight of all in the Senate. There is no question that the raw work of the lobbyists in the Assembly has endangered its safety, but as for an investigation of the alleged bribery, there is no talk of one to be had.

Senator Andrus says his bill allowing irrigation districts to disorganize will probably become a law. It is on third reading on the Senate special file in the Assembly and has been amended to remove its "dangerous features," as Assemblyman Lindenberger calls them. Irrigation districts may now disorganize under certain conditions, providing they have no outstanding bonds.

Senator Andrus has been formally notified of his selection as president of the Pacific Coast Jockey Club. He is very popular and is being congratulated right and left.

Four bills relating to a system of roads and highways for California will probably pass the Senate and be signed by the Governor. A test vote on the first one on Saturday was carried by only one majority after a call of the House. Senator Bulla practically saved the day for these bills. Notice of reconsideration was given, but the friends of the measure are hopeful of winning out. Commissioner Maude says the bills are very satisfactory and will do much to give the State the good roads it has long needed.

Four bills gathered in the Senate by Wolfe, and in the House by Pohlmann, both of San Francisco, are being quietly urged to final passage. At present bottlers in San Francisco pay 4% cents for each bottle with a name, trademark or insignia blown in it. Junkmen purchase these old bottles for 2 cents and resell them for 4 cents to anybody who may choose to buy, irrespective of trademarks. These bills will amend the code to make such traffic a felony, and it is believed a big saving, both directly and indirectly, will be made for beer, soda, wine and other bottling companies.

State Printer Johnston's bookkeeper, K. Hadley, was examined today by the joint committee investigating printing office affairs, but nothing of any great importance was developed. The majority report of the committee will find the Governor's charges against Johnston unfounded, and will whitewash his office. Caminetti and Sewell, it is understood, will make a minority report, finding the office loosely conducted, and making a number of recommendations.

The Assembly committee investigating the Examiner's charges relative to Caminetti's Assembly Bill, No. 273, will report this week. Their findings will undoubtedly be unanimous and against that sheet. A new feature of this exploded sensation is the disclosure that Sammy Brauher, a San Francisco Senator, was probably the first to disseminate the story of money being used in connection with this bill, and he will be called before the Senate committee to make a statement.

Proceeding to comment on Mr. Smalley's interview, which compares the seriousness of Mr. McKinley's anxiety with the philosophic of Mr. Sherman, and says it cannot understand McKinley's anxiety on the currency question, because if he looks around on Russia, Japan and other countries, he will see that body in number and gorgeousness. Physicians and courtiers are already shaking their heads, predicting all sorts of evils likely to result to the aged sovereign from the prodigious strain such an undertaking will involve. Various curious and ingenious arrangements are being made to save her needless fatigue, including specially-designed revolving spring seats in the carriage, by means of which she will be able to bow from side to side to the multitude with the minimum of exertion and the maximum of comfort.

The members of the enterprising syndicate who bought up a thousand shop windows along the route of the procession have already made over 100 per cent profit, which, however, they have made no attempt to realize as yet. The Telegraph declares a well-known millionaire has just offered over \$5000 for the use on Jubilee day of three small windows belonging to a weekly newspaper.

## GRANT MONUMENT.

The Inaugural Parade Will Be a Big One.

(BY ASSOCIATED PRESS WIRE.)

NEW YORK, March 14.—Arrangements for the Grant monument inaugural parade on April 2 are progressing favorably and the indications are that it will be the greatest demonstration of the kind ever witnessed in this country. It is understood that President McKinley, his Cabinet, the Supreme Court of the United States, representatives of foreign nations, Governors of twenty States, and the National Guard will take part in the inaugural.

Gen. Dodge, grand marshal, announces that a prominent feature of the parade will be the part taken by the United States navy and army.

A large turnout of the National Guards of the States commanded by their Governors and aided by their staffs will be present, also a large number of uniformed and armed school cadets. Commander-in-Chief Clarkson of the G.A.R., Commander Rohl of the Sons of Veterans, and Col. Donoghue of the Union Veterans' League, have issued orders to their commands requesting them to take part in the parade.

THE DIAMOND JUBILEE.

(BY THE TIMES' SPECIAL WIRE.)

More Troops Will Be in London Than Can Be Conveniently Cared for—The Cockneys Will Witness Some Novel Sights.

(BY THE TIMES' SPECIAL WIRE.)

LONDON, March 14.—[Special Dispatch.] Speaker Reed tonight said he would appoint only three committees at the opening of Congress, Ways and Means, Rules, and Mileage.

"After a revenue bill is passed," said the Speaker, "I can not say what will be done. It is not at all certain that the standing committees will be appointed. In fact, I do not know myself what will be done after the house passes the tariff bill, but the first duty is to enact this bill."

## EXTRA SESSION.

(BY THE TIMES' SPECIAL WIRE.)

It Promises to Be Stormy and of Indefinite Scope.

(BY ASSOCIATED PRESS WIRE.)

WASHINGTON, March 14.—The final work upon the tariff bill occupied the time of the Republican members of the Ways and Means Committee today, and tonight they assembled for their last conference. Chairman Dingley said the bill would be finished at this meeting, but that it might be necessary for the committee to work all night to accomplish this task. As soon as the committee's draft of the bill has been completed it will be sent to the Government Printing Office and a force of picked men will be put to work upon it, so that it may be presented to the House by 3 o'clock in the morning. It is possible changes may be made in the bill at this hour, particularly the wool schedule, over which there are differences of opinion in the committee.

The present Secretary of State, Mr. Sherman, remarked several years ago on a memorable occasion in the Senate that the Committee on Manufactures, Mr. Aladdin, could rub the lamp and cause the genie to appear, but that once they had appeared, they were masters of their own destinies. So that Congress, once in session, may go much farther or not, so far as the President may wish.

As far as the House is concerned, it is the committee's duty to work out a tariff bill, but the indications are that it will be a short end of the bill.

Speaker Reed's speech at the Republican caucus last night. He spoke of the necessity of bringing the work of the session to a speedy close. Whether the leaders will emphasize any inaction by the Senate when the bill reaches that body by a process of threats and promises, remains to be seen, but it is likely that the Speaker, for the present at least, will refrain from appointing any save the usual committees necessary for the transaction of business on hand. This will prove an effective bar to the passage of miscellaneous or trivial bills, as the work of the House are such that such legislation must come through the agencies of committees. But even this is not absolutely necessary, as the Committee on Rules can be invoked for special orders. And it is by means of special orders that the appropriation bill which is called to the attention of the House will be put through the extraordinary session.

The members of the enterprising syndicate who bought up a thousand shop windows along the route of the procession have already made over 100 per cent profit, which, however, they have made no attempt to realize as yet. The Telegraph declares a well-known millionaire has just offered over \$5000 for the use on Jubilee day of three small windows belonging to a weekly newspaper.

## THE THUNDERER'S LOGIC.

(BY THE TIMES' SPECIAL WIRE.)

Comments on the McKinley Tariff and Money Policies.

(BY ASSOCIATED PRESS WIRE.)

LONDON, March 15.—The Times this morning prints nearly a page of what purports to be the new American tariff schedule, and commenting editorially on them, says:

"A cursory glance is enough to show that a long backward stride is being made in the direction of the McKinley tariff, and that it will involve serious disturbance and derangement of business for British exporters, as well as a corresponding loss for the Americans themselves."

Proceeding to comment on Mr. Smalley's interview, which compares the seriousness of Mr. McKinley's anxiety on the currency question, because if he looks around on Russia, Japan and other countries, he will see that body in number and gorgeousness. Physicians and courtiers are already shaking their heads, predicting all sorts of evils likely to result to the aged sovereign from the prodigious strain such an undertaking will involve. Various curious and ingenious arrangements are being made to save her needless fatigue, including specially-designed revolving spring seats in the carriage, by means of which she will be able to bow from side to side to the multitude with the minimum of exertion and the maximum of comfort.

The new tariff bill, upon which Republican members of the Ways and Means Committee have been working laboriously for three months, is complete, and will be formally introduced into the House on Friday. It will be read and referred to the Committee on Rules, and receive consideration by the full committee. It is not expected that this will require more than three or four days at most, although the Democrats may, and probably will, protest vigorously against such an expedition. At any rate, Mr. Hadley fears that the bill will be passed by the House before the end of the week. Some of them fix Thursday as the day on which the debate will probably commence. Although the limits of the debate have not yet been decided upon, the prevailing opinion is that it will not be more than three days. Night sessions will, of course, be held throughout the period allowed for debate. This will give the new members an opportunity to make speeches, to the benefit of their constituents.

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considerable disgust showing in his face, and remarked: "Will I beat him? Of course I will beat him. I tell you one thing right now, and that is, I will force the fighting on. Corbett will not be able to get away anywhere inside of a mile. I am going to beat him just as sure as there is a fight on March 17. I never have had any doubt on that score, and you will see that I have not over-rated myself and not underrated Corbett."

## MADDEN'S OPINION.

At the conclusion of his interview with Fitzsimmons, Madden said that he considered the red-haired fighter to be in the best possible condition.

"I have seen him in the ring many times," said Madden, "and I have been referred in several of his fights. I never saw him looking as well as he does now, and if he is defeated I do not think he can claim anything on the score of the lack of condition."

After failing to make a match between Fitzsimmons and Goddard, Madden proposed that Stelzner go against O'Donnell. Fitzsimmons declared this match could not be considered because Stelzner is to fight Jeffries in San Francisco on March 17. Madden then made a third proposal, it being that Hickey fight O'Donnell.

"He is much too large a man for me," said Hickey, "and I do not think that we would make a very good match."

While the three were talking, Al Smith, who is the stakeholder of the fight, drove up. He was greeted cordially by Fitzsimmons, and the entire party entered the house for refreshments.

"You're looking well, Fliz," said Smith, "and I am glad to see you in such condition. I have seen Corbett, and I know that he is in the best of shape, and anybody that tells you otherwise is no friend of yours. This should be a fight without any excuse on the part of the loser."

Smith and Madden made but a brief call, and after leaving Fitzsimmons, started the balance of the afternoon with his wife.

After returning to the city Smith was asked for his opinion regarding Fitzsimmons. He said:

"I consider him in good shape. He is in good spirits. His face is as white as the hand of death, but I think generally speaking, judging from what I saw of him, he is in very good condition. I did not see him stripped, nor did I see him do any work, and consequently am not able to express forcible opinion concerning Fitzsimmons, as I did yesterday concerning Corbett. We did not discuss the merits of the fight. I merely talked with him in a general way, and smoked a cigar with him. He invited me to come out tomorrow and I shall go. In my opinion Fitzsimmons is a most dangerous man in a fight, and no contest in which he is engaged is a foregone conclusion, no matter who is the other party to the fight."

Smith said that the ruling of Siller, giving the men the right to strike with one arm free and in the breakaways, will probably make it a short fight. He considered the rule as being distinctly in the advantage of Fitzsimmons, who is particularly strong with his jabs. Mr. Smith said Fitzsimmons' only show will be mixing close fighting, and if he attempts to stand off and box he will have no show whatever.

Speaking of Corbett, Mr. Smith said: "When I saw him strip for the gloves with his hands bound, I do not think any other man could work as he did Saturday for three hours and show no distress. His wind seemed as good when he finished as when he began his exercise."

## AT CORBETT'S CAMP.

Trainer White made several radical changes in Corbett's training today. The ten-mile run was abandoned, and as a substitute, the champion took a fifteen-minute walk around his quarters. About 10 o'clock he began the work of the day. White having decided that the afternoon would be given up to short walks and resting. Corbett went at the start of the first training in about fifteen minutes' attention, and then spent twenty minutes punching the bag. Despite the cold dismal weather, a good-sized crowd managed to reach the springs before the training began, and shivered in the raw air for the two hours the exhibition lasted.

White allowed but three games of handball, as Corbett and "Brother Joe" succeeded in taking the three straight from their opponents, the champion went at his boxing in excellent humor. McVey was given the first round, and for three minutes was roughly handled in a wrestling bout fast enough to set the spectators cheering. Joe Corbett scored a round, Jeff frieze, for three minutes, and then Woods, with his swollen face and puffy pneumatic head gear, was taken for the hardest work of the day. Corbett continued his practice of punching on the breakaway and succeeded in making Woods very unhappy, despite the leather protector. Each of the four rounds was a hard one, and the succeeding sub-draw ended the training for the day. White declared that the man has shown so much cleverness in the work at close quarters that further practice of that style of fighting will be abandoned. Tomorrow's training will be very light, and Tuesday Corbett will do no work beyond a walk or two.

Corbett received numerous calls to-day, one of them being from James C. Nealon of San Francisco, who, in addition to being a prominent politician, is noted as a handball expert. Nealon played a game with the fighter during the afternoon and spent the evening at the Springs. James Wakeley of New York, who will be \$1500 on March 7 on Corbett, was another prominent caller, taking luncheon at the Springs, and Maj. Hughes of Louisville also spent several hours at the champion's camp.

## MORE BAD WEATHER.

Carson weather was at its all tricks again last night and today, and bids fair to keep on doing the wrong thing for at least twenty-four hours longer. In the early morning a large cloud sailed over the mountain tops, and let itself fall on Carson City with the net result of a half-inch of rain on the bad, muddy roads. During the day several small snow squalls made their appearance, each adding somewhat to the saturated condition of the thoroughfares. The clouds are still hanging over the town and to all appearances there will be a further fall of snow tonight or tomorrow.

## CHAMPION FLY-CASTER.

Walter Mansfield Breaks the World's Record.

## BY ASSOCIATED PRESS WIRE.

SAN FRANCISCO, March 14.—Walter Mansfield broke the world's record at the San Francisco Fly-casting Club tournament this morning when he dropped his fly in the water of Stow Lake, 1054 feet from the wharf wherein he stood. His rod weighed nine ounces and was ten feet long.

When the marker announced that Mansfield had passed the 108-feet mark, the world's record till then was 102 feet. It was you and a rush for the champion. He was seized, thrown up onto the shoulders of the club and down the banks of the lake for several minutes.

Stevens was also the victor in the contest for distance and accuracy. He earned a percentage of 94% in this trial and was closely followed by Al Lovatt and J. P. Babcock, who were awarded second and third places, respectively.

In the third contest for distance and

delicacy, C. G. Young carried off the honors as winner and Mansfield made a good second.

## FEMALE SCORCHERS.

WILL Engage in a Six-day Race in Chicago.

## BY ASSOCIATED PRESS WIRE.

CHICAGO, March 14.—Arrangements are complete for the woman's six-day bicycle race which is to start tomorrow. It will be the largest race for women ever held at any place. The track is to be laid off the first ten miles to which the women have ever ridden.

The race will be in two squads, the afternoon squad on from 2:30 to 4:30, the night squad from 8:15 to 10:15. The following are the entries: Baldwin, San Francisco; Allen, Liverpool; Keys, Rochester; Vine, Syracuse; La Blanca, Toledo; Hussey, Columbus; Farwell, Cleveland; Morrison, Milwaukee; Glaw, Gable, Piering, Raymond, Berry, Haskell, Kowalski, Peterson, Day and Bartley, Chicago.

## L. A. W. BREAKING UP.

## NORTH CALIFORNIA DIVISION GOING TO PIECES.

MEMBERSHIP WILL Be Allowed to Lapse April 1, and a New League Be Formed of California Associated Cycling Clubs.

## BY ASSOCIATED PRESS WIRE.

SAN FRANCISCO, March 14.—It is very probable that the North California division of the League of American Wheelmen will go out of existence. This should be a fight without any excuse on the part of the loser."

Smith and Madden made but a brief call, and after leaving Fitzsimmons, started the balance of the afternoon with his wife.

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Each club is to have three representatives upon the board of governors, in the present system, while the membership in each county, outside the clubs, will organize and elect a delegate to the board.

President Swain has called a special meeting of the association for next Friday night to consider this question.

## INDOOR CYCLING.

SQUABBLING May Result in an Indefinite Postponement.

## BY ASSOCIATED PRESS WIRE.

SAN FRANCISCO, March 14.—The squabbling between the San Francisco Amusement Company and the management of the Velodrome over the proposed indoor bicycle tournament has reached such proportions that there is a probability of an indefinite postponement of the affair.

Chief Consul Kerrigan followed this with another, when he announced that on March 26 he would resign from the executive office of the division, as of April 1 from the league proper.

J. S. Egan stated that the Imperial Club, which is the leading organization, would also allow its membership to lapse on April 1, while George H. Stratton informed the meeting that the Olympic Club wheelmen would do likewise.

Henry F. Wynne, of the California Cycling Club, and Vice-consul of the division, said his club would follow suit and expressed the opinion that the North California division is on its last legs.

After adjournment an informal discussion was held during which a plan of action was practically decided upon. It is the idea to have the California Associated Cycling Clubs absorb the North California division as it were and assume control of all matters now handled by the division. In addition to include individual memberships throughout the State and furnish all advantages now furnished by the league.

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Henry F. Wynne, of the California Cycling Club, and Vice-consul of the division, said his club would follow suit and expressed the opinion that the North California division is on its last legs.

After adjournment an informal discussion was held during which a plan of action was practically decided upon. It is the idea to have the California Associated Cycling Clubs absorb the North California division as it were and assume control of all matters now handled by the division. In addition to include individual memberships throughout the State and furnish all advantages now furnished by the league.

Each club is to have three representatives upon the board of governors, in the present system, while the membership in each county, outside the clubs, will organize and elect a delegate to the board.

President Swain has called a special meeting of the association for next Friday night to consider this question.

## BLOCKADE OF CRETE.

POWERS WILL NOT REPLY TO GREECE'S NOTE.

## BY ASSOCIATED PRESS WIRE.

PORTS of Crete Will Immediately Be Closed by Ships of the Foreign Fleets.

## BY ASSOCIATED PRESS WIRE.

SEVERAL GREEK PORTS ARE ALSO THREATENED.

## BY ASSOCIATED PRESS WIRE.

PREPARATIONS FOR WAR ARE PUSHED WITH FEVERISH HASTE AT ATHENS. TURKISH ATROCITIES RESUMED IN ARMENIA.

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PREPARATIONS FOR WAR ARE PUSHED WITH FEVER



TWO BIG OIL WELLS.

ONE AT EACH END OF THE HOME DISTRICT.

Brave Deed of an Engineer at Friday Night's Fire—Oil Men Will Not Antagonize the Santa Fe. Comment and Notes.

During the week just closed several sales of oil have been made at prices ranging as high as \$1.67. Among the numerous sales, one of a hundred barrels to the Capitol Milling Company at \$1.67 per barrel is said to have been negotiated. Edward North says he sold during the week 600 barrels at \$1.60 per barrel, at the well tanks. Mr. Alderson sold a few hundred barrels to the Tracton Railway Company at \$1.50 per barrel. Other sales were made, ranging as low as \$1.45 per barrel.

Producers generally say they will be satisfied should oil range between \$1.25 and \$1.50 per barrel. They declare they are willing to live and let live. Those who have oil to sell are hunting buyers, and all of them have some excuse to offer for a prospective break in the market price. It is safe to say that contracts for large quantities can still be made at \$1.25 and probably not easily be paid off at that figure at the present time.

Oil men express some anxiety over the expressed determination of the Santa Fe Railway Company to return to the use of coal for fuel, owing to the present high price of oil. An effort will be made, the producers declare, to come to an understanding with the company. Owing to the Santa Fe having been tied up by contracts, it paid \$1 per barrel for oil during the long period that oil sold at from 35 cents to 70 cents per barrel in the local field, and the company now feels sore at what it believes to be efforts to clinch it beyond conditions that seem to exist at the date.

A prominent oil man said to the Times oil reporter Saturday, "The Santa Fe has called us down and we must do something to hold its important business. That company probably thought that the oil men intended to continue to hold the price against the oil men is a mistake. We have much intention to appreciate that company's hard luck in the field and are willing to meet it half way. No, we do not want to be on unfriendly terms with the Santa Fe."

A few Los Angeles men are engaged in the development of oil in the vicinity of the field. The Santa Fe is believed to be behind the work. The Union-avenue school building had a narrow escape from destruction by the fire of Friday night. The building is surrounded by oil wells and tall derricks and is already unsafe for school purposes. The site occupied by the building is valuable for oil development and the lot will sell for at least \$6500 for this purpose. Residents of this portion of the city are already inquiring if it would not be an act of wisdom for the city to sell the land, purchase a site safely outside the oil district and remove the building. Had the building been destroyed, the public loss would have amounted to several thousand dollars, to say nothing of individual losses through the destruction of school-books. This territory is new in oil development and the lots are of more value now than they will be at any time in the future. Within a year the wells surrounding the school grounds will have sapped them of their present valuable petroleum deposits.

Mr. Turner, formerly treasurer of the Los Angeles Oil Exchange, says the present high price for fuel oil will prevail but a short time and expresses the view that oil will drop back to from \$1 to \$1.25 per barrel, the oil well within thirty days. In his language, "It is only a brief flurry in the market that is being overcome by increased production."

## OIL DEVELOPMENT.

Interest in local oil development is about equally divided between the eastern and western extensions of the Los Angeles field. There is still remarkable activity at both ends of the district.

The new Slocum Oil Company has met with flattering success in the first well drilled by it in Los Angeles. This company is headed by such representatives of local capitals as Mr. Graves, Hollingshead, and others. Their new well in the eastern extension was tubed at a depth of a little over 840 feet, and promises to prove a very valuable property. The pump is now in operation and during the closing days of last week a product of nearly 150 barrels per day was produced, and there are still a high pressure of oil.

The oil is of as high gravity as any in the field, and indications point to a valuable deposit in this new territory. Well No. 1 of Moller & Zobelein, across New Depot street, and a few feet south of that of Slocum, is still producing about 100 barrels per day of high-grade fuel oil.

The Rex Oil Company is making preparations to drill several wells in this territory, and already has the derricks and machinery in place for early development. The Diamond Oil Company will also develop oil in this rich territory.

Work is still progressing in the Capitol Milling Company's new site, between Yale and Buena Vista streets, about 250 feet north of College street. As the depth increases oil indications grow brighter. This site is probably pretty well suited for development, yet a good well may be developed.

Mr. Martin & Dryden are prosecuting their development a few miles northeast of the eastern extension of the local field. A depth sufficient to determine what the earth contains at that point has not yet been reached.

It is said that Burdette Chandler is engaged in oil development in the Cudahy packing house grounds, but the final result of his labors is still a matter of conjecture.

James Parker and a man named Fitch are exploring on First street beyond the Baptist College. They have reached a depth of about 150 feet. A few driller's express their opinion that the oil is of about 100 feet to the north to "pick up the sand," while others claim that another oil field lies a few hundred feet north of the present developed.

Los Angeles district, and that it parallels the state of the latter, and that depth of 840 feet has been reached in the new Rummel Oil Company's well this week. This property is about two hundred feet east of the southeast corner of Ohio and Court streets.

A derrick is being erected upon the Lamb property, south of Ocean View street, overlooking the 1600-foot of ordinance limits. Drilling operations will be prosecuted within a few days.

Satisfactory progress is being made in Davis's new well on Edgeware road, at the former site of the Adams pumping plant. The drill has reached a depth of nearly six hundred feet.

The drill is now nearing the tubing in Parker & Morrell's well on West State street, east of Lakeshore avenue.

Workers are still busy at Bayer & Lest's new well site on Lakeshore avenue. This firm own 100 acres and the well is in the mid-section of the property—the property with wells along the exterior boundary. Thus far no wells have been drilled in the main body of the tract.

The pump will soon be put in Fletcher & Daggett's new well, near the northwest corner of First street and Lakeshore avenue.

WEST END WORK.

The fire of Friday night cast a gloom over the hitherto bright prospects of some of the developers in the western extension. Of the oil producers, Brookfield & Company, the mid-section of the well is encircling the property with wells along the exterior boundary. Thus far no wells have been drilled in the main body of the tract.

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## Pure

Blood  
Every thought, word and action takes vitality from the blood; every nerve, muscle, bone, organ and tissue depends on the blood for its quality and condition.

Spring Medicine  
Therefore pure blood is absolutely necessary to right living and healthy bodies. Hood's Sarsaparilla is the great blood purifier and the best Spring Medicine. Therefore it is the great cure for scrofula, salt rheum, humors, sores, rheumatism, catarrh, etc.; the great nerve, strength builder, appetizer, stomach tonic and regulator.

Hood's  
Sarsaparilla  
Is sold by all druggists, \$1, six for \$5. Prepared only by C. I. Hood, Lowell, Mass. Get Hood's and only Hood's.

Hood's Pills taken after dinner aid digestion.

Don't judge tea by its price. You can pay more than Schilling's Best costs and get poorer tea.

No; judge it by the way dealers give money back on tea as they do on Schilling's Best.

A. Schilling & Company  
San Francisco 531

Merrill's dwelling and furniture were destroyed, only a portion of the household goods being saved. Brookfield & Company's derrick and 300 barrels of oil were together in a small pumping plant. The Rex Oil Company lost a tank, which had just been emptied, and two of its derricks were charred, one so badly that it may have to be rebuilt. Sloan & Leslie, drillers at the site for the Pasadena and Pacific Railroad Company's new well, lost several hundred feet of cable, and sustained considerable damage to their derrick. The total loss is estimated at about \$8000.

The American Crude Oil Company had a narrow escape from a heavy loss. Had it not been for the skill of W. E. Crumb, the company's engineer, and the fact that it had caused all of its sump holes to be covered, several oil tanks, three derricks, a large pumping plant and considerable oil would have gone up in the conflagration, which might have extended to the Union-avenue school, situated a few feet distant. In the battle with the flames Engineer Crumb climbed to the top of one of the company's tall derricks, extinguished an incipient blaze, and stood at his lofty post in a cloud of smoke and flame and beat off the approaching conflagration. His pants were torn from his body, but his daring work will not go unrewarded. Mr. Strauburg, secretary and manager of the company, will see that the brave and faithful employee is provided with a new suit of clothes.

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## CIRCULATION.

Sworn Weekly Statement of the Circulation of the Los Angeles Times.

STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, SE.

Personally appeared before me, Harry Chandler, superintendent of circulation of The Times, who, being duly sworn, deposes and says that the circulation of The Times for each day of the week ended March 12, 1897, were as follows:

Sunday, March 7, . . . . . 22,260  
Monday, " " " 12,490  
Tuesday, " " " 12,655  
Wednesday, " " " 15,500  
Thursday, " " " 15,640  
Friday, " " " 12,500  
Saturday, " " " 17,725

Total for the week, . . . . . 122,735

True, average for the week, . . . . . 18,200

Signed, HARRY CHANDLER.

Subscribed and sworn to before me this 13th day of March, 1897.

THOMAS L. CHAPIN,  
Notary Public in and for the County of Los Angeles, State of California.

NOTE.—THE TIMES is a seven-day paper. The above statement is for 730 copies issued by us during the seven days of the past week. If apportioned on the basis of a six-day evenning paper, give a daily average circulation for each week-day of 21,456 copies.

THE TIMES is the only Los Angeles paper which has regularly published sworn statements of its circulation, both gross and net, weekly, monthly and yearly, during the past several years. Advertisers have the right to know the NET CIRCULATION of the medium which seeks their business, and this THE TIMES gives them correctly, from time to time.

THE TIMES-MIRROR COMPANY.

## LINERS.

## SPECIAL NOTICES

A PARTY SHORTLY LEAVING FOR LONDON, to look for business opportunities in England, would be glad to look up manufacturers and estates in England for other purposes; terms reasonable. Address, Box 82, TIMES OFFICE.

LOOK AT THE MEDICATED AND ELECTRIC WATCHES administered by skilled specialists, from 25c to \$1; lady specialist in charge of female department. ELECTRO SANITARIUM, 322 W. Fifth, 15

THE STYLING JEWELRY CLEANER, punctured, plain, light, durable, brilliant and speedy; circular, matted, plain, A. S. HOGUE, Santa Paula, Cal., sole agent for California. 17

BIOCHEMISTRY IS THE NEW SCIENCE of feeding invalids back to health; administered by Huxley; only \$3 per month; "prove all things." 524 S. Hill, 1 to 9 p.m. 5

LOS ANGELES STEAM CARPET-CLEANING Co. work guaranteed. M. F. BENNETT, Proprietor. Works, 322 E. Second St. Tel. main 74.

CABINET-TE-MAKER AND CARPENTER will repair furniture, etc., at your home, 25¢ per hour. Address C. 443 GLADYS AVE. 15

AUG. KRUG, WHO HAS BEEN IN THE drug business over 40 years, resides at the corner of 7th and Wall Sts.

CALL AND LIST YOUR SAN PEDRO PROPERTY with E. C. CRIBB & CO., 127 W. Second St. Branch office, San Pedro. 15

LADIES' ATTENTION.—ACCORDION pleaser, the PARISIAN CLOAK AND SUIT HUT, 221 S. Spring St., 15

A GOOD MEMORY IS A FORTUNE. Everybody may have it. Address A. box 2, TIMES OFFICE. 15

CHEAP FOR CASH, CLEAN ORANGE AND lemon trees. Address A. L. SELIGSON, 15 Alameda Block. 21

WALL-PAPER, \$1 12-FT. ROOM, INGRAINS, 15 borders included. Waiter, 215 W. Sixth.

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MUMMEL BROS. & CO. EMPLOYMENT AGENTS.

A strictly first-class, reliable agency, All kinds of help promptly furnished. Your orders solicited.

300 W. Second st., basement California Bank Building. Telephone 569.

(Office open from 7 a.m. to 7:30 p.m., except Sunday.)

There is a marked increase in the demand for help. This is especially noticeable from our country and outside town patrols. Business is improving and will no doubt continue so during this spring and summer. If you are in need of help, call and get our service, send us your orders. We furnish the best help that can be obtained. We can have you time and annoyance, and will do our best to help you. If you want help or work we can surely assist you. Call and see us.

THOMAS HUMMEL BROS. & CO.

WANTED—CAN YOU SPARE \$25 TO \$50; you must know how to read, write and spell, and work? We will pay you from \$2.50 to \$3 per day. CENTRAL REAL ESTATE CO., 106 and Grand ave. 15

WANTED—100 MEN TO BUY THE LAST OF our men's \$20 Congress shoes at \$2.50 on sale. Clearing out stock. ROCHester SHOE CO., 106 N. Spring St. 15

WANTED—RELIABLE MAN TO HANDLE agents for telephone tablet and specialties; pays \$500 a year; inclose stamp. VICTORY MPG. CO., CLEVELAND, O.

WANTED—A WAITER AT NEW IDEA, 210 S. Second St. 15

WANTED—SHINGLER. VENDORA ST. 15

WANTED—Help, Female.

WANTED—THE LADIES WHO 6 MONTHS ago made up a stock of small sizes in fine shoes. That we will sell our hand-sewn turn shoes, small sizes, at 95¢ at our clear-out. ROCHESTER SHOE CO., 106 N. Spring St. 15

WANTED—LADIES TO TALK UP OUR establishment, among acquaintances; no peddling; good pay. Address W. L. box 4, TIMES OFFICE.

WANTED—A LADY PIANO PLAYER AND singer for concert hall in Arizona. \$20 per week. Address N. box 27, TIMES OFFICE.

WANTED—AT ONCE, A GOOD COOK. 922 S. Hill St.; references required. Apply between 9 and 12 a.m. 15

WANTED—LADY PUBLISHER, SOLICITOR TO SELL men's and women's goods, opening a room 5, 146 N. Spring St. 15

WANTED—LADY AGENTS: LARGE COMMISSION. Call WOMAN'S EXCHANGE, 28

WANTED—Partners.

WANTED—PARTNERS: \$100 CASH WILL pay for lot at Long Beach, worth the money, and a half interest in real estate business. For the San Pedro also; come quick. T. DUNLAP, 223 W. Second St. 15

WANTED—A SUCCESSFUL BUSINESS MAN wants a partner with \$100,000 to take half-interest in outside business, will guarantee salary and against loss. Address Q. box 91, TIMES OFFICE.

WANTED—I HAVE A PATENT DRAWING which I will sell to a partner to manufacture, and guarantee no loss. Address Q. box 90, TIMES OFFICE.

## WANTED

Situations, Male.

WANTED—LIGHT WORK OF SOME KIND indoors or out, town or country, by thoroughbred man; comfortable, etc. principal consideration. Address J. box 90, TIMES OFFICE. 15

WANTED—POSITION AS BOOKKEEPER and office work, by an energetic man; 15 years experience can give best of references. Address N. box 85, TIMES OFFICE. 15

WANTED—STEADY WORK ON RANCH or dairy; good milker or ranch hand. Address J. box 100, TIMES OFFICE. 15

WANTED—POSITION BY JAPANESE AS pianist, cook and housework, with washing. Address K. 232 E. FIRST ST. 15

WANTED—POSITION AS STENOGRAFHER or clerk; city references; have horse and P.O. Box 670. 15

WANTED—Situations, Female.

WANTED—SITUATION BY FIRST-CLASS house, private family, hotel, boarding-house, city or country. Address L. box 23, TIMES OFFICE. 15

WANTED—BY A YOUNG LADY, LIGHT housework and sewing in a pleasant home. 233 W. FIRST ST., room 17. 15

WANTED—COMPETENT COOK WANTS work; best references. Box 100, TIMES OFFICE. 15

WANTED—SITUATION IN BOOK-BINDERY by competent woman. Address N. box 80, TIMES OFFICE. 15

WANTED—WORK FOR A GIRL AS maid or domestic help. Call 329 E. SPEC-OND, Tel. main 74.

WANTED—SITUATION BY AN AMERICAN LADY to do general housework. Call 743 LAZARD STREET. 15

WANTED—PLACE FOR GENERAL HOUSEWORK, city or country. Call ROOM 17, 233 W. FIRST ST. 15

WANTED—BY LADY COPYIST, TO WRITE addresses and copying at home. Call 112/2 BOYD ST. 15

WANTED—SITUATION, GENERAL HOUSEWORK; good wages. Address MRS. C. 1700 S. Main. 15

WANTED—SITUATION BY A FIRST-CLASS second girl. Address 611 E. 21ST ST. 15

WANTED—GENERAL HOUSEWORK; Apply at 629 S. LOS ANGELES ST. 15

WANTED—To Purchase.

WANTED—LOT AND HOUSE, 6 OR MORE acres; will pay low rate of interest, taxes, etc.; installations at convenient time. Address J. box 100, TIMES OFFICE. 15

WANTED—TO BUY A 5-OR 6-ROOM COTTAGE for cash; to be remodeled. Apply Monday morning at 206 E. SECOND ST. 15

WANTED—A GOOD STAMP COLLECTION or stamp from old correspondence. Address L. box 2, TIMES OFFICE. 15

WANTED—MEDIUM USED SECOND-CLASS POSTAGE STAMPS, 1¢, 2¢, 3¢, 4¢.

WANTED—FROM 100,000 TO 200,000 BRICK; will trade good property for same. 204/5 S. Broadway, room 217. 15

WANTED—LIFE INSURANCE POLICIES for life or annuity. Address T. J. WILLIAMS, 100 E. Second St. 15

WANTED—75-H.P. BOILER: MUST BE IN A1 condition. BISHOP & CO.

WANTED—Agents and Solicitors.

WANTED—AGENTS BY THE BANKERS' Life Association of Des Moines, Iowa; a few experienced solicitors can make liberal contracts by calling or addressing G. F. WILSON, 608 S. Main st., Los Angeles. References required. 15

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Exceeding the net circulation of any other two Los Angeles daily papers.

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## AMUSEMENTS TONIGHT.

LOS ANGELES—Shore Acres.  
ORPHEUM—Vaudeville.  
BURBANK—A Matrimonial Maze.

## THE TIMES AND THE CONDUCTORS.

This morning's edition of the Daily Times is published under the auspices of the Order of Railway Conductors—that is, they have a share in its profits. This is done to aid a worthy association of railway men to get a fund together to aid them in defraying numerous expenses contingent upon holding the biennial convention of their society in this city on the 11th day of May forthcoming. On the closing day of the convention another railway number of the Times will be issued giving all the details of the great gathering of railway conductors visiting us, together with illustrated descriptions of that brilliant occasion. It will be the aim of the Times' management to produce a number that every railroad man will desire to carry home with him as a souvenir of his visit to the land of sunshine. Special illustrations of the scenes to be visited by the members of that great excursion across the continent are already being placed in the hands of the Times' artist who is doing the preliminary work on them, so that they can be finished up in short order after the great excursion arrives here.

Railroading is strictly an American profession. Though other nations have achieved greater speed on their lines, they have yet to learn the many little intricate details in the way of personal comfort to passengers, which contribute toward making railway travel pleasant in the long ride across the continent. Recognizing, as it does, the dignity and responsibility of the conductors' vocation, The Times will leave no stone unturned to make this promised special edition a production fit to be mailed to railroad men in every part of the civilized world. The object renders the labor a worthy one in every sense of the term.

## PIONEER LOCOMOTIVE BUILDING.

As this issue of The Times is a railway number for railway men, it may be interesting to note something of the history of locomotive construction, and the evolution of the great machines which, like gigantic shuttles, are weaving the web of commerce in this great country of ours.

All the engines in use up to 1840 had but a single pair of drivers, none of them having more than one pair of wheels outside of the "pony truck." The first engine built with two pairs of driving wheels was the Hercules, built at Paterson in 1843 by Rogers, Ketchum & Grosvenor for the road between New Brunswick and Jersey city. She was a mass of polished brass work and weighed about sixteen tons. I had often ridden behind her when a boy, and did not wonder at her, but when I saw all that brass work in the transportation department of the World's Fair, I nearly fainted away.

The first engine with six driving wheels was built by Baldwin at Philadelphia, and called the Ajax. She was designed as a freight engine for the Morris and Essex road, now known as the Delaware and Lackawanna. The Ajax was then the heaviest engine in the United States kept in continual service, although they had a much larger engine for a "pusher" on the Mauch Chunk road. Now the Ajax would only be a third-class engine, in point of size, and about fifth-class in equipment, as most engines of her size have larger cylinders.

The single-driver engines up to 1849 had inside connections, like the English locomotives, and could attain great speed with a small train of three or four coaches of the size then in vogue, about twenty feet shorter than the "day coaches" now in use. Two of these, the Adam Lee and A. G. Thompson, ran for years on the Newark line, and made the same time as the D. S. Gregory and John P. Jackson made with larger trains. The two last locomotives were the first built with 18-inch cylinders and 6-foot driving wheels. Unfortunately they were defective in boiler surface and could not make steam fast enough, except in running at two-thirds of their possible speed.

The first engine with four driving wheels on each side was the Consolidation, built at the Baldwin works in Philadelphia for the Lehigh Valley road, intending to work up a grade of 133 feet to the mile. It had cylinders of 20x24 inches, with four pairs of wheels connected, the piston working for a connecting-rod for the second

## RAILWAYS AND AGRICULTURE.

The United States of America is an agricultural country if there be such a thing on earth. Primarily, the New England population was a race of English farmers, while New York and New Jersey had a population drawn from England and Holland, but decidedly inclined to bucolic pursuits. The great fishery interests of Rhode Island and Connecticut, which build up such a crop of millionaires for New York and Boston, were not fairly inaugurated until the middle of the eighteenth century; nor did the magnificent water-power of the New England States for the saving of human labor in manufactures become self-evident until the nineteenth century was nearly one-third gone. Then, when New Haven was shipping carriages and buggies to every Southern State, and Springfield was supplying half the job-printing offices in America with cardboard and other stock, it became evident that the farms of New England and New York could not feed the mills and supply the grain food consumed at sea.

The Erie Canal was the first connecting link between the Atlantic seaboard and the great lakes, as well as the natural artery of commerce by which the broad grain fields of Ohio sought a tide-water market. And for the first half-century of its operation it was ample for the ordinary requirements of trade. But after 1850, when the Erie Railway was completed to Dunkirk on Lake Erie, people began to realize that canal travel was too slow even for the sturdy Irish and stalwart Germans whom the old "Black Ball" line of packets were landing at the Battery, at a cost of \$20 per head from Cork and Bremen. They wanted homes in the West, and they did not want to be forever in getting there. Then it was that the New York and Erie Railroad, under the presidency of Benjamin Loder, conceived the idea of a pro-rate system of tickets by which an immigrant could buy a ticket in three sections to carry him through from New York to Chicago. They continued their road to Buffalo, and made an arrangement with the Michigan Southern road, which ran two palatial steamers between Buffalo and Toledo, averaging sixteen miles per hour in good weather; and at Toledo the new arrival was put on board the cars for Chicago, the great American railway center as early as 1860. As time wore along, the Erie road was extended westward as far as Erie, Pa., when other properties were bought and the line extended through to Chicago. In the course of another year, Cornelius Vanderbilt, who had made several millions in the California steamship trade, bought a control in the New York Central and then in the Oregon Steam Navigation Company, was the inventor of the hydraulic steering gear in use on all the larger steamers in Oregon, as well as the big ferry-boat Solano, plying between Port Costa and Benicia. He invented an automatic oiler for steamers, which he subsequently modified for use on locomotives. It enabled the engineer, without leaving his cab, to oil all the axles, rockshafts, valves and cylinders by simply closing one pipe and opening another. It was used on all the locomotives of that corporation before its sale to Henry Villard in 1880, but there is no definite knowledge of its adoption on railroads generally.

The appointment of John Sherman to Secretary of State, at this particular juncture in our national affairs, is a fitting selection of the right man. Mr. Sherman visited Cuba about ten years ago and saw a good deal of that country, in company with Senators Palmer of Michigan and Mander of Nebraska. He got a good insight into the industrial and financial conditions of that country, which will stand him well in hand in the present crisis. The story of his visit to the "Gem of the Antilles" was well told in Sunday's Times, and from it the reader can plainly see that Mr. Sherman favors reciprocity rather than annexation.

This seems to be the season of one thousand reliefs. First it was money for the Armenians, who were being murdered in Turkey; then it was for the unfortunate natives of Hindustan, suffering from the twin evils of famine and the black plague; then for the sufferers from famine in Louisiana; and now it will be for the sufferers from the flood in the great valley of the Mississippi. If America was not a rich country, and the people the most liberal on earth, this continuous drain would be too much for us; but we keep on relieving the oppressed and suffering all over the world, and regard it as one of the things that has to be.

No wonder that Mr. Butler, alias Neuman alias Ashe, does not want to go back to Australia. The remains of another one of the wholesale murderer's victims have been found, just where he planted them. The body has been identified as that of a young man named Burgess, who was decoyed by an advertisement in a similar method to that used in the case of Weller. There is evidence enough there against Ashe, or Butler, to hang a dozen men. That is one of the misfortunes of law, however. No matter how many cruel and wicked murders a man may commit, he can be hanged but once.

The directors of that Bakersfield bank which has been investing \$50,000 in coyote scalps must feel very comfortable over the situation. Those old scalps, after having drawn \$1 bounties in New Mexico and Arizona, and after having been bought back at 10 cents each, are now expected to do yeoman's service in drawing coin out of the State treasury at Sacramento. The scalps would be fully justified in exclaiming, "Oh, give us a rest!"

low as any freights can be carried has been proven equally fallacious.

At the beginning of 1848 the cost of transportation kept Chicago wheat and flour out of New York market altogether, and at Gen. Haupt's calculation in 1873 there was no profit in it when wear-and-tear of rolling stock was computed. But now Chicago ships wheat to New York, 1,498 miles, for 26 cents per bushel and sends her flour to New York for 80 cents per barrel, barrel to the ton being the customary computation.

In 1845 the transportation between Philadelphia and Pittsburgh was at the following rates per 100 pounds: Dry goods, \$1.37; groceries, 75 cents; farm produce, 63 cents, and flour 80 cents per barrel. Over the old Wilmington road (now a part of the Pennsylvania system) the rate per 100 pounds was 12 cents and groceries 10. From Baltimore to Cumberland, 150 miles, the rate was 35 per 100 pounds on dry goods and 25 on groceries. Another item worth perusing is the cost per barrel of getting flour from Cleveland, O., to Portland, Me., which was as follows:

Cleveland to Buffalo (lake)..... 12  
Buffalo to Albany (canal)..... 70  
Albany to Boston (rail)..... 30  
Boston to Portland (steamer)..... 10

Total ..... \$1.22

At that time a great opposition to the Erie Canal route was organized by shipping flour and other stuff to Portland, Me., through Canada. The freight by steamer from Cleveland to Montreal was 40 cents per barrel and from Montreal to Portland 45 cents, while 10 cents per barrel was added if the flour were shipped to Boston. The rail distance was 200 miles by the Erie Canal route and 275 by the St. Lawrence River route. Yet the latter was the cheaper for Portland by 37 cents and 27 cents for Boston. Up to 1848 the average cost of all freight movements, both first and second class was 7.56 cents per ton per mile. The highest rates were in Mississippi, 24.30; in Alabama, 16.33; in New Jersey, 13.57; in South Carolina, 10.75; in Virginia, 10.44, and in Kentucky and New York, 9.04. The causes of the decline from those to our present rates are, first, competition, and, second, the introduction of the modern freight engine, capable of moving such vast trains.

From 1851 to 1855 came a downright cut-throat game in the rivalry of the four great trunk lines—the New York Central, the Pennsylvania, the Erie and the Baltimore and Ohio. The latter had the most expensive road to operate on account of its heavy gradients, and the New York Central was the cheapest because it ran through a flat country between Schenectady and Utica and again from Rome to Buffalo. In his annual report of January 31, 1855, J. Edgar Thomson of the Pennsylvania, in stating that this ruinous competition was at an end, by reason of an understanding reached between the four rival roads, adding: "Instead of an army of drummers and runners, spread over the country and paid by each company, an agent is now maintained at the joint expense of the four lines, at all important points, to distribute bills and give unbiased information to the traveler."

Of course, the rates went up when this combination was effected, but not to the old figures. Experience during the "freight war" had taught the railway magnates just how cheap they could carry all sorts of produce to tide-water and all merchandise westward. Knowing that lower freight rates must ultimately lead up to an increase in passenger travel on their roads, and fully realizing the value of the "nimble sixpence," they put freights on produce down to the lowest possible figure and took their chances on an increase of westward cargoes to compensate therefor. By these concessions to shippers the States most affected were the five States of Ohio, Indiana, Illinois, Michigan and Wisconsin. The following table will show the wonderful growth of those five States and increase in the cash value of farms between 1850 and 1860:

	1850.	1860.
Ohio.....	\$36,753,602	\$66,596,171
Illinois.....	96,123,290	422,631,072
Indiana.....	136,355,173	344,902,776
Michigan.....	10,200,000	16,642,284
Wisconsin.....	18,476,586	121,117,082
	\$671,678,076	\$1,738,394,188

The increase of vegetable and animal products of those same five States, taken as an entirety, for the same period, is also given, in bushels:

	1850.	1860.
Wheat.....	29,348,495	79,793,163
Corn.....	177,320,441	281,642,234
Potatoes.....	1,000,000	5,642,284
Cattle (number).....	3,438,000	5,571,000

This shows, therefore, an increase in ten years of 50 per cent. in oats, 58 in corn, 59 in cattle and over 100 each in wheat and potatoes, the two main staples of human food.

The most natural inference would be that so rapid an increase in the volume of food products would lead up to a proportionate decline in prices. Instead of that, immigration was arriving so rapidly at the eastern seaports and the number of hungry mouths in the manufacturing towns of New England was increasing so rapidly that prices advanced on the slow-and-sure principle. As Cincinnati was the great produce market prior to 1875, we give prices at that city at four periods.

Staple..... 1826. 1835. 1853. 1860.  
Wheat per barrel..... 40. 55. 60. 65.  
Corn, per bushel..... 0.12. 0.32. 0.37. 0.48.  
Hogs, per pig..... 2.00. 3.12. 4.00. 5.20.  
Lard, per pound..... 0.06. 0.08. 0.09.

Attributing the increase in values to the building of railroads at, say, 36 per cent., the augmented value of farming lands in the five States aforementioned was a trifle in excess of \$425,000,000. And what is true of those States is true of all the States west of them, except the Pacific States.

The eastern railroad men had the good sense to encourage immigration by giving the West a low rate to market on its produce and a high rate on merchandise, machinery and groceries, to make up for it. In other words, they let the necessities of life through a moderate tariff and taxed the

luxuries at "all the traffic would bear." Whenever the Southern Pacific system will inaugurate a similar way of dealing with the producers along its lines they won't have to run any empty cars either way. The increase in merchandise and groceries from the seaboard would more than compensate for the reduction.

The railroad has been a great civilization of mankind. It achieved more, in this respect, in the short space of ten years than steam navigation had done in the previous fifty years. The Mormon hierarchy, clearly an *imperium in imperio*, a British empire in the center of an American republic, held up its head and defied all Federal authority for half a century. But the first railroad train that rolled into Salt Lake told Brigham Young that his pet institution was doomed. The railroad did it all. Gleaming out through the darkness with an ineffable glow that flashes the truth to all mankind, the headlight of the locomotive is at once the harbinger of peace on earth and the handmaiden of progress, the unerring witness for the divine wisdom and the divine love.

## TWO FARMERS' SONS.

On Wednesday last, at Portland, Or., died Hon. Joseph N. Dolph, for thirty years the most prominent legal practitioner in that State, and, perhaps, as good a lawyer as any one of his many contemporaries who sat on the floor of the Senate with him for twelve years, if we except the late Judge Howell Jackson, in whose utterances Mr. Dolph had more faith than those of other lawyers on that floor from 1882 to 1886. Two days after Senator Dolph's death, at Portland, Kirkland H. Wade, manager of the Southern California Railway system, died in his room at Los Angeles so suddenly that the whole city seemed prostrated by the blow. Senator Dolph was nearly seven years the elder of the two, and, though they were born but a few miles apart, it is not likely they ever met during boyhood, but there is much of similarity in their lives. The parents of both these men were farmers, people of good blood, although in what modern writers would call humble life. From the time they were old enough to carry in a half-dozen sticks at night with which to light the morning fire, till the hour they started out in the great world to make their own living and looked back over their shoulders at the old farmhouse with the vines on its porch and the martins diving in and out the old stone chimneys, these two boys participated in all the drudgery of farm life—and were the better for it. It bred in their hearts that cordial respect for honest labor that is the most unmistakable evidence of a sound heart and a healthy mind.

Mr. Dolph had a younger brother to whom he was always very much attached, and that brother grew up delicate as a boy, although he is now well up in the fifties. Somebody had told them that if "Cly" Dolph could only get out on the plains and breathe the strong desert air, he would soon become a hale and hearty man. How to get out on the plains and restore his brother to health was the underlying thought of Joseph Dolph's life. He had just been admitted to practice law, after four years of hard study, but that was a secondary thought compared with his brother's health.

Just then came the opportunity. Medoram Crawford, an Oregon pioneer of 1844, came on to Washington to see if Congress would not authorize the enlistment of a regiment for service on the plains, to protect the large numbers of immigrants who were getting away from the horrors of the civil war. It was in 1862, and the bulk of the battles fought up to that time had been reverses to the Federal armies. Yet so strong an appeal to this purpose was made by James W. Nesmith, then Senator from Oregon, on account of the massacre at Mountain Meadows, several years previously, that he disarmed all antagonism, and Crawford's command was organized out of the very best material to be found within a radius of sixty miles around Buffalo, N. Y. Joseph Dolph went out a sergeant and his younger brother as a private in this command, and by the time they reached Omaha the future Senator was as much looked up to as any man in the troop. From the time of his arrival in Oregon till the hour of his death, his name has been public property and always mentioned with honor.

His was a curiously-structured mind, and yet a grand one. In all the history of this Coast there has been no man who equalled him in the penetration of details. He sat down to study a case in law as a watchmaker sits down to unscrew the movement of a watch from its case, take out each component part, clean and oil every wheel, pinion, cog and ratchet, and then screw it together again and set it running as good as new. But above all, he was a man of sincerity and devotion to principle. After twelve years of diligent service to his adopted State he was "turned down" in favor of a man whose capacity was that of a fairly good County Clerk. The silver craze had overspread the Web-foot nation and, rather than assent to what he believed to be national dishonesty, Joseph N. Dolph retired to the shades of private life, after having worked twelve years for Oregon and not an hour against her.

Mr. Wade, like Mr. Dolph, was the product of the American home and farm. Inferior to the Oregon Senator in knowledge of law, he was quite as superior in literature, and his equal in the management of corporations. Mr. Wade impressed his visitor with his strong personality in a way that is hard to describe. The Oregon man had a towering

## THE WEATHER.

U. S. WEATHER BUREAU, Los Angeles, March 4.—At 5 o'clock a.m. the barometer registered 29.90; at 5 p.m., 29.86. Thermometer for the corresponding hours showed 45 deg. and 48 deg. Relative humidity 5 a.m., 78 per cent; 5 p.m., 60 per cent. Wind from the north, velocity 6 miles; 5 p.m., southeast, velocity 8 miles. Maximum temperature 63 deg.; minimum temperature, 43 deg. Character of weather, 5 a.m., clear; 5 p.m., partly cloudy.

Barometer reduced to sea level.

## The Times

ALL ALONG THE LINE.

If the promises made in behalf of the Pasadena electric road are fulfilled, its long-suffering patrons may soon have decent service. An electric road which runs mule cars over half its lines is not likely to meet with popular favor. The company is about to be reorganized and new capital has been enlisted.

Randsburg is not the only pebble on the beach. The Virginia Dale district is bidding higher every week for public attention, and there are other mines in San Bernardino county that promise great things. Development work is being seriously pushed and considerable depth has been reached on a number of new shipping mines. To the investor who finds Randsburg prices too stiff, plenty of less widely advertised opportunities are offered.

In view of the narrow escape of the Union-avenue school from the recent fire in the oil district, it would seem not unwise to consider the necessity of removing the buildings to some safer location. Not only is the property of the city in constant danger of destruction by fire, but there is always the impending possibility of a sudden outbreak in that dangerous neighborhood by which hundreds of school children might be thrown into confusion and serious loss of life ensue. The value of the property is probably greater than it ever will be again.

The local oil producers are coming to their sober sense, now that the moral of the fable about the goose that laid the golden egg is being borne in upon them. They are expressing a willingness to come to an understanding with the Santa Fe people about the price to be paid for crude oil fuel. On the other hand, it is reported that the railroad management will gradually proceed to the substitution of coal, in part at least, until the market falls to a point where oil consumption will make an important saving. The artificially swelled profits of the oil men for the past few weeks may yet be needed to repay them for the loss of one of their heaviest consumers.

## IMPRESSIVE SERVICES.

TRIBUTES TO THE MEMORY OF KIRTLAND H. WADE.

A host of sorrowing friends gather at his bier and testify to his popularity. The remains taken to Evergreen Cemetery.

The funeral of K. H. Wade, general manager of the Southern California Railway, who died suddenly at the Holenbeck Hotel last Friday night, was held at the residence of E. T. Earle, No. 1501 Grand avenue, yesterday afternoon.

Immediately after the discovery of Mr. Wade's death on Saturday morning Mrs. Wade, wife of the dead man, then at Coronado Beach, was telegraphed for, and at the same time word was wired to New York City to Dr. and Mrs. Bogart, the latter the daughter and only child of the deceased. Mrs. Wade arrived Saturday evening, and information has been received that the Bogarts are now on their way to Los Angeles.

The services yesterday, though impressive, were brief and simple in the extreme. At the suggestion of the wife and the friends who were acquainted with the ideas of the deceased, all attempt at display was discontinued.

Eng before the hour set for the opening of the services, the home of the Earl, for many years intimate friend of the deceased and his wife, was thronged with people. At 2 o'clock the veranda and grounds were packed with friends of the dead man. The gay silence everywhere prevailing spoke clearly of the genuineness of the sorrow for the popular official's death.

In the darkened parlor the casket containing the remains rested under a wilderness of flowers. Wreaths, broken columns, pillows and crosses, formed of ferns and blossoms, were piled everywhere about the bier, until the apartment was fairly choked with the floral offerings of sorrowing friends.

The services were conducted by the Rev. Dr. J. S. Thomson of the Church of the Unity, assisted by a choir under the direction of Prof. W. H. Hamilton. After the reading of a simple service for the dead, and the singing of "Near My God to Thee," the Rev. Mr. Thomson closed with a short, eloquent and touching oration, exalting the bereaved ones gathered about his coffin. Another song ended the services, and the casket was carried to the waiting bier by the following pall-bearers: Dan Freeman, Judge R. Eggers, H. V. Holloman, W. B. Beemer, Andrew McNally, L. A. Grant, Judge R. M. Ross and John A. Muir.

Among the well-known citizens of California who attended the funeral were: H. E. Huntington and J. C. Stubb, officials of the Southern Pacific Company; E. P. Ripley, president of the Mutual Fire & Casualty Co.; C. W. Higgins, president of the Santa Fe; John A. McCall and G. G. Gibbs, president and treasurer of the New York Life Insurance Company; E. S. Babcock, Coronado Beach; C. P. Hind, San Diego, and A. G. Wood, San H. L. Drew, San Bernadino.

The funeral procession moved to Evergreen Cemetery, where the remains were placed in a vault, to await the arrival of the daughter of the deceased from the East, after which they will be interred.

## Died Suddenly.

A telegram was received in this city yesterday evening, stating that Mrs. J. C. Bannister had died suddenly in San Francisco yesterday morning. Her friends here had no warning of the cause. She left here about two weeks ago with her husband on a business trip, and, while she was not in strong health, there was no reason to anticipate her death. Her husband will bring the body to Los Angeles for interment.

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46-in. All-wool Cheviot Serge, rough effects; yard	75c
46-in. All-wool Suitings, lizard mixtures; yard	75c
46-in. All-wool French Coburg Fancies, yard	\$1.00
46-in. All-wool Berlin Bonita Combinations, yard	\$1.00
56-in. All-wool Genuine Scotch Homespun, yard	\$1.00
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46-in. All-wool Irish Covert Cloth, new shades, yard	\$1.50
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48-in. All-wool Broken Scotch Fancy Plaids, yard	\$1.75
48-in. All-wool French Drap d'ete for Tailor Suits, \$1.25, \$2.00, \$2.50 Yard.	\$1.25, \$2.00, \$2.50
54-in. All-wool French Broadcloth, all shades, \$1.00, \$1.50, \$2.00 to \$3.50 Yard.	\$1.00, \$1.50, \$2.00 to \$3.50

## Paris Pattern Suits.

Latest French Weaves. Finest Texture, most dainty colorings, entirely new and exquisite designs.

\$15.00, \$20.00, \$25.00, \$30.00, \$40.00 Pattern.

## Families

That get acquainted with "Pillsbury's Best" don't bother much about other kinds of flour.

\$1.85 Is the Retail Price in Los Angeles.

Crombie & Co., COAST AGENTS Los Angeles, Cal.

## H. JEVNE

## "THERE'S JUST AS GOOD FISH IN THE SEA"

As you will find on our delicacy counter, but no better. All sorts of preserved and smoked fish for the Lenten season—Mackerel, Salmon, Smoked Halibut, Norway Herring, Whitefish, Codfish, Stockfish, Smoked Bloaters, Scaled Herring, Finnish Haddies, Russian Sardines, Swedish Anchovies, Bulk Caviar, Sardells, Holland Herring, Pickled Sturgeon, Smoked Eels, Deviled Crabs, Canned Oysters, and many other dainties of the deep make up a most inviting list to select from—one gets so tired of fresh fish. Let's go to Jevne's.

Agents for James Everhard's Canadian Malt Beer.

208-210 South Spring St., Wilcox Bldg.

## WOOLLACOTT'S For Cordials

Wines, Ales, Beers, Mineral Waters, Whiskies, Etc.

Telephone Main 44. 124-126 N. Spring St.

## DR. LIEBIG &amp; CO.

The old reliable, never-failing Specialists, established 18 years. Dispensaries in Chicago, Kansas City, Butter Mount, San Francisco and Los Angeles at

123 South Main Street.

In all private diseases of men

Not a dollar need be paid until cured.

CATARH A specialty. We cure the worst cases in two to three months.

Discharges of years' standing cured promptly. Waste in dreams of all kinds in man or woman speedily stopped.

Examination, including Analysis, Free.

No matter what your trouble is, nor who has failed, come and see us. We will not refuse you. Come and get it. The poor treated free on Fridays from 10 to 4.

123 SOUTH MAIN STREET.

## Sale &amp; Son,

Wholesale and Retail Druggists.

We are selling 50c

## CHAMOIS FOR 25c.

They are GOOD quality, GOOD size, and GOOD value; something that will please you.

220 S. Spring Street.

Los Angeles.

ALUMINUM

Co. 215 W. THIRD ST.

## J. T. SHEWARD

113-115 N. SPRING ST.

## We Expect the April Patterns Monday.

Ladies' who have the Delineator will have the opportunity to secure the patterns first, as the Pattern Sheets will not be here until the patterns arrive. This is one great advantage in being a subscriber to the Delineator. You always have an advantage of from three to four days over the fashion sheets. It is always the case that the choicest patterns are the first to sell, and those who are late are the ones who are compelled to wait from one to ten days. We never know what patterns will sell the best until the demands are made. Why not subscribe for the Delineator and be the first to get the benefit.

## SHIRT WAISTS

Are selling freely. Warmer weather will increase the demand. Finer Shirt Waists for 50c. Made from new materials and all in new shapes. We did not carry a single shirt waist over from last season. Elegant Shirt Waists, made from new materials and in the finest shapes, for 75c and \$1. Some extra choice styles for \$1.25 and \$1.50.

Take a look at the new Separate Skirts from \$2 to \$4.50. Fine ones for \$3 and \$3.50.



# THE SOUTHERN CALIFORNIA NEWS



PASADENA.

## CONTENDED REORGANIZATION OF THE ELECTRIC ROAD.

Plans on Foot for the Investment of Ample Capital—Controlling Interest to Be Vested in Pasadena Capitalists—Notes and Personalities.

PASADENA, March 14.—[Regular Correspondence.] At the meeting of the City Council Monday afternoon the representatives of the Pasadena and Los Angeles road expect to make public some matters which are likely to have an important bearing upon the controversy over street railway franchises.

The plans of the company were communicated to the members of the Council several days ago, but under the seal of secrecy, as the arrangements had not then progressed far enough to permit of publication. The knowledge of these plans is the explanation of the non-committal attitude of the Councilmen toward the Terminal Railway's application for an electric franchise. They have been exposed to severe criticism and some even have passed judgment on the merits of the company in granting this application. Quite irrespective of the merits of the controversy, it is safe to say that the citizens of Pasadena have hitherto been in the dark as to the real intentions of the electric company, and their judgment has therefore been formed upon a full knowledge of the facts of the case.

The popular agitation in favor of granting an electric franchise to the Terminal Railway is based upon two grounds:

The first is the broad proposition that competition in transportation is desirable in every city.

The second is the widespread prejudice that has long been growing against the electric company. The reasons for this prejudice are well known. The history of the company has been largely a history of unfulfilled promises. The extensions promised by the company have not been made. The lines which should have been electrified long ago are still running their antiquated little mile cars over wornout strap-iron tracks. Threats and entreaties have alike proved powerless to obtain for the people the service to which they are entitled. Under the circumstances it is not surprising that the company has at length been thoroughly exhausted, so that all propositions emanating from the company are viewed with suspicion and distrust. The prospect of a competing road has naturally been hailed with joy. The spirit of antagonism to the old company is expressed in the numerous signed petitions now in circulation, asking the Council to grant the Terminal franchise.

At the meeting of the Council Monday afternoon the Pasadena and Los Angeles company will present in detail their plan for the reconstruction of the streets and public buildings of the city for the nominal consideration of \$1 a year. The company will be prepared to enter upon this arrangement immediately. It will continue to furnish the city with light so long as no street railway franchise is granted to any other company. The proposition is coupled with a plan for the entire and immediate reorganization of the Pasadena and Los Angeles Railway. The controlling interest in the company will be vested in the hands of men of ample means, residing in Pasadena. It will be separate and distinct from the old Pasadena and Los Angeles line. The necessary capital is already assumed with which to extend the local system and provide the rolling stock. It is proposed to begin at once the construction of branch lines in Pasadena, wherever the Council may deem them desirable. The details of this plan will be fully explained, and guarantees of satisfactory and immediate performance will be given.

The legality of the street-lighting proposition has been carefully investigated by City Attorney Arthur and A. R. Maffield, who have prepared a contract which they believe to be valid. The plan is a practicable one may be taken for granted, as it was presented only after the fullest investigation.

The foregoing statement is not based upon the assertions of any officer of the Pasadena and Los Angeles Railway, but upon the representations of the capitalists whose money will be invested in the reorganized company.

As stated in Sunday's Times, the Council will probably take no definite action tomorrow. The proposition of the electric company has been presented to them recently that as yet they have had no opportunity to give it full consideration.

PASADENA BREVITIES.

James Franklin expects to return to Germany next month to resume his course of instruction on the violin. He has already spent three years abroad.

George Otis and Sam Logan of Carpinteria leave Wednesday by private conveyance for a six-weeks' pleasure trip to the Juana.

Miss Mella D. Everhart has sold her Montecito home and gone to Colorado Springs, where she has large property interests.

It has been decided not to repeat the oratorical "Stabat Mater" as was announced a few days ago.

Judge and Mrs. R. B. Canfield left for San Francisco today for a few days' visit.

RIVERSIDE COUNTY.

RIVERSIDE, March 13.—[Regular Correspondence.] As Mrs. E. R. Skelley was driving on Prospect avenue Friday evening, her horse took fright and ran away. At the corner of Fourteenth street the carriage struck the curb and Mrs. Skelley was thrown out. She sustained painful but not serious injuries.

The lathe was arraigned before Justice Frankel on a charge of guilty. He was released on bail and the case will be tried next Thursday.

Theodore Coleman, who recently severed his connection with the Pasadena Star, has accepted the position of editor and manager of the News. He will begin his new duties next week.

Mr. Dr. Shimp of the Foundations Home of Children visited the Montclair Hotel. Mrs. Shimp and her daughter are spending the winter in Southern California.

Arrivals today at Hotel Green include: Mr. and Mrs. Thomas S. Wood, Clarendon; Mrs. H. D. Earle and child; Mrs. A. G. Earle and daughter, New York.

W. H. Conrad and J. S. Glasscock will go to San Francisco this week as delegates to the convention of Mac-  
cos.

Chester Emery, arrested last week for stealing a purse from a postoffice employee, has been sent to Whittier.

The Chicago Brokerage Company is about to open a Pasadena office at No. 15 North Raymond avenue.

SAN DIEGO COUNTY.

Site Offered for the New Normal School Building.

SAN DIEGO, March 14.—[Regular Correspondence.] The fact that Guy Budd has signed the bill for the establishment of a State Normal School has naturally caused general pleasure among the people. The bill carries with it an appropriation for \$50,000. Guy Budd has the selection of three trustees, who shall select a site for the school. Where this site will be is yet undetermined. A site on University Heights, where a small foundation for a school building was started in the boom days, has been inspected. To get proper school buildings there under the law, would, it is said, require

two years or so. The site for a school at Pacific Beach includes sixteen acres of land and buildings built expressly for school purposes, which are in excellent condition, and which are offered to the State as a gift. The Pacific Beach group has the advantage that the buildings are already fit for the school to be started at once, and the buildings would cost the State practically nothing.

SAN DIEGO BREVITIES.

Arthur B. Nazro has received his commission as Lieutenant-commander in the United States navy. He is the nephew of C. A. Nazro of this city.

Charles Ensign goes to Los Angeles on March 15 to enter the employ of the Union Pacific Railway.

Miss Guelmo Baker of this city, the young and talented violinist, who is now in New York, was the guest of honor of the Philadelphia Mandolin Club on March 4. Miss Baker's voice received a critical audience.

H. M. Icarus sailed for Acapulco last evening.

Water in the Sweetwater reservoir is over four feet deep, which is a supply 25 per cent. greater than the entire demand for 1896.

Work on the Otay dam has been suspended.

The San Diego County School Convention will meet at Escondido March 23 and 24.

Col. J. W. Heath has married Mrs. K. M. Ball of National City.

The Lemon Grove packing-house received five tons of lemons on Saturday.

Cresson Spragg of this city has married the daughter of Duryea, the starch king, at Oswego, N. Y.

Mrs. Charles C. Moore, wife of Commander Moore, U. S. N., is in Los Angeles; also, Mrs. Georgia Maffield.

President Ripley of the Santa Fe system is expected to arrive at noon on March 15.

Bids are advertised for on \$324,000 of bonds of the San Joaquin Irrigation District bonds to be issued April 6.

Ex-Gov. Horace Boies of Iowa started north yesterday.

Otay proposes to build a High School building.

Lincoln McMillan has arrived in France, after a voyage around Cape Horn in the ship Amazon. He is contemplating sailing to Australia.

SANTA BARBARA COUNTY.

UNEMPLOYED SET TO WORK CLEANING THE STREETS.

Report that the Bonyhain Spring on the Hope Ranch Have Been Sold to Los Angeles Parties—A Large Sanitarium is Under Consideration.

SANTA BARBARA, March 14.—[Regular Correspondence.] Tomorrow morning the city will commence work on the streets, for the double purpose of killing the usual spring growth of weeds, and also to give the worthy unemployed something to do. The city spends \$600 per year for this purpose, though the work is usually done a little later in the season. The labor agitation is responsible for beginning the spring cleaning a few weeks earlier, as it was deemed best to give the men work, now, even at the risk of a second growth of weeds.

WILL MEET MORE FREQUENTLY.

The Board of Supervisors, for many years past have been able to transact the county's business by meeting once every three months; the county is growing rapidly, however, and it is now proposed by the Supervisors to meet every two months. Such a motion will be made at the next regular meeting in April.

IMPORTANT SALE REPORTED.

It is reported that the Bonyhain Spring property on the Hope ranch has been sold by Mary T. Moore to Los Angeles parties, who contemplate extensive improvements.

The rumor is likewise abroad that the owners of the Victoria project, which is a valuable mineral water spring are located, are discussing the proposition to erect a large sanitarium.

NEWS JOTTINGS.

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## POMONA.

## PROPOSED DEVELOPMENT OF OIL LANDS SOUTH OF PUENTE.

The Santa Fe's Well Reaches a Depth of Seventy-five Feet—Pomona People Taking Hold of Tonner Oil Lands.

POMONA, March 12.—[Regular Correspondent.] The Times correspondent visited the oil lands extending southeast from the Puente district Friday in company with a couple of gentlemen familiar with petroleum districts.

These lands are attracting a great deal of attention just now, and it seems not improbable that the time is near when this district will be a heavy producer of oil. One well is now being dug out, having been begun Wednesday morning last. The first two days the well was sunk sixty-five feet, but the third day a stratum of hard rock was struck and the drill penetrated but ten feet, making a total of seventy-five feet. This well is being sunk by McGinnis & McHenry of Los Angeles, and it is understood that it is being put down for the Santa Fe Railroad, which seeks a supply of oil without submitting to the dictates of the combine.

The property is about five miles southeast of the Puente wells, and it is doubtful if there is to be found any where a section of the country where the presence of oil is more plainly marked on the surface than here. The oil lies between the mesa bottom and the Puente wells. The oil belt runs diagonally across the hills and cañons for five miles, and throughout that distance there are literally acres of land overflowed with petroleum which has oozed out of the ground, and over which it has been the practice of people living miles away to gather this asphaltum-like substance for use as fuel. In many of the little cañons leading down hillsides there are streams of this deposit very much resembling lava, but which burns furiously when ignited.

Following the line of the surface indications of petroleum from one well soon comes to an old well where there was an evident failure to strike the oil sought. The history of this well could not be learned. Further on there is a well which is still standing, and which was dug out by a man who had been working on the oil fields for eight years ago, and from which fifteen barrels per day was pumped, the well being abandoned on account of disputed ownership and litigation.

There is a third well considerably north of the line of surface indications from which no oil was ever taken.

The fourth well was sunk on the territory southeast of the Puente wells which have been so long and successfully operated. It cannot be said that they have been a success, and yet oil men who have known this district for years have never abandoned the belief that this district will become a heavy producer at some time in the future.

The fact that the strata of rock have a rather heavy declination to the northwest indicate that oil will be found at a distance of several hundred feet from the outcrop of oil.

The Santa Fe has a large tract of land, and adjoining, toward Puente, is another large tract belonging to the Union Oil Company, on which no well has ever been sunk, though the surface indications are very plentiful. Between these properties is the Tonner land, also very rich in surface indications, on which no well has ever been sunk. This land is controlled by Bassett & Smith, and other Pomona people.

It is not known that the Union Oil Company is at present making any further development than there is a very slight indication that it will be a short time before extensive developments will be begun on the Tonner lands. These operations are being promoted by the recently-formed combine of producers and the action of these men is not unlikely to result in stimulating the production of oil as to defeat the object they had in view.

POMONA BREVITIES.

While there is no boom in lands there are frequent transfers and a large number of strangers in town have of late been making careful inquiries. The real estate men have shown a disposition to meet them on a conservative basis, and the land owners have suggested that whatever virtuous qualities may be in land and water, wind is out of place as a part of the combination, and offerings of land are on the basis of actual productive power. There is consequently little difficulty in getting sellers and buyers together on a satisfactory basis.

It is surprising the number of sheep to be seen on the hills in this vicinity. It is estimated that there are not less than 20,000, to be seen along the road from Spadra to Fullerton. They are in excellent condition, and are now in process of fattening. John G. Bassett & Son, who are the largest sheepherders in the flocks, there have put in ten men at work. The deepest shaft is down 120 feet. They have leased the mill of Judge Campbell in Rattlesnake Cañon for a trial of the ore. The mill is five miles from the mine. They have also purchased the Old Woman Spring and two or three other springs, and are now in process of getting them into working order. They have also bonded a group of mines ten miles from Victor to be worked by a company called the Lafayette Gold Company. Silver Mountain District, where these mines are situated, has a Jolly Boy, owned by G. W. Ling, W. H. Hurley and F. G. Killian agreed to it at once, and will build a road. The latter is down twenty-two feet and has a couple of tons of ore out that assays \$150 to the ton. John E. McFee has run a tunnel on a well-defined ledge in Blackhawk Mountain, showing a fine ledge of a large body of medium-grade gold ore.

RALSTON HAS A REAL BOOM.

Everybody is busy at Ralston, with many teams in special demand, and the mill is running night and day.

Robert Grant of Chicago, one of the principal owners is at the mine on a visit, accompanied by Mr. Grubb, a mining expert. The old Jeff Davis mine in the Morongo District has been purchased by San Francisco capitalists, represented on the grounds by the hold-over members of the Senate, who are in concert with the miners to be allowed to interfere with it. The policy of Speaker Reed is to have the tariff out of the way before the appropriation bills are considered, but it is certain that President McKinley will outline the work of the session, and nothing will be done outside of that laid out by the President.

There is now little or no doubt that the Republicans will control the Senate by a narrow majority on the tariff, and the hold-over members will be in concert with the miners, who are anxious to have the tariff out of the way. The miners are in concert with the miners, who are anxious to have the tariff out of the way.

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It is

## CITY BRIEFS.

If you have a photograph that you want enlarged three-quarters life size and mounted in a frame without its costing a penny, all you need do is to become a subscriber to the Los Angeles Times and pay one year in advance for the same.

Register names at St. George Stable, 510 S. Broadway, for tally-ho ride to Pasadena, Baldwin's ranch, Old Mission, Van Storage Co., Tel. Main 1140.

There are undelivered telegrams at the office of the Western Union Telegraph Company for H. Wendt, John H. Wright, P. H. Sternberg, David Stussi, J. F. Wheeler, W. G. Miller, N. C. Davis, Miss Emily Brownell, Will H. Cochrane, Godfrey Birdsall, John G. Parker and R. G. Sykes.

## AN OLD RESIDENT DEAD.

C. W. Davis, the Architect, succumbs to Heart Disease.

Charles Wellington Davis, an old resident of Los Angeles, died of heart disease yesterday morning at his home at Gardena. For some days past Mr. Davis had been complaining of pains in his chest, and yesterday morning was not feeling well. His son, who had been talking to him, left the house to go to the barn, and was only absent for a few minutes. When he returned Mr. Davis was dead, sitting upright in his chair. Coroner Campbell will not find, and yesterday afternoon, held an inquest, and returned a verdict of death from natural causes.

Mr. Davis was an old resident of Los Angeles, having come here in 1874. He was a very well-known architect, both here and in San Francisco, having designed many buildings in both cities. In San Francisco he designed the great shot tower and drew the plans for the Jewish Synagogue on Sutter street. The deceased was 71 years old, and was married four times. He leaves behind him a widow and one son.

## FELL ON HIS HEAD.

## A FATAL ACCIDENT ON THE PICO STREET LINE.

Conductor Maurice Oliver Fell from a Moving Car and Fractured His Skull — Died Three Hours Later Without Recovering Consciousness.

Maurice Henderson Oliver, a street-car conductor, fell from car No. 60 coming in from Pico street yesterday afternoon, at the Pico-street switch, at the corner of Figueroa street, falling on his head and causing injuries, from which he died about three hours later.

There are various conflicting stories about the manner in which Oliver happened to fall. An eye witness on the car states that Oliver was walking on the footboard, the side being of the open variety, and was collecting fares. When near the front of the car, which was then coming off the switch, Oliver suddenly seemed to lose his balance, and fell backward to the ground, striking on the back of his head with great force. The witness, who was on the rear platform, pulled the bell, and stopped the car, going back after the fallen man. Motorman Wm. Witty knew nothing of the accident until the car was stopped.

Another account says that Oliver was on the rear platform of the car, reaching backward for the trolley rope, when the jerk of the car coming off the switch threw him backward. He struck his head on the railing and lay perfectly still. He was picked up and carried to W. M. Lloyd's office at the corner of Pico and Figueroa streets. Dr. Lewis was summoned. The man was bleeding profusely from the nose and left ear, and had frequent attacks of nervous contraction of the muscles. Dr. Lewis injected a solution of strichnine and morphine in Oliver's ears, and administered some aromatic spirits. The patrol wagon arrived about three quarters of an hour after the accident, and Oliver was taken to the Receiving Hospital. When Dr. Lewis administered the ammonia, the man opened his eyes and said: "That don't taste good," the last words that he uttered.

On his arrival at the Receiving Hospital Dr. Lewis examined the man and found a severe bruise on the posterior portion of the head, but no marks of any kind. From the bleeding at the nose and ear, and the frequent vomiting of blood, a fracture of the skull was said to be the injury. Dr. Cates arrived later, and injections of morphia and strichnine were again administered. The man was made as easy as possible, but, notwithstanding efforts, he never recovered consciousness and died at 8:20 o'clock. His wife, who is in delicate health, was in an agonized state of mind and was finally sent to her home at No. 629 Ruth Avenue, in charge of Mrs. Lloyd, a neighbor.

Oliver came here from San Francisco five months ago, and has since been an extra conductor on the Los Angeles Railway street line. He was 33 years of age, and leaves a widow and one child 5 years of age. The body was taken to the undertaking establishment of Orr & Hines, where an autopsy will be held. Coroner Campbell will hold an inquest over the remains at 2 o'clock today.

## PERSONALS.

Mr. and Mrs. W. N. Dekker of Omaha are registered at the Westminster.

Hugo and Nell Sorenson of Kingsbury are registered at the Nadeau.

John F. Fisher, the Collector of the Port of San Diego, is registered at the Van Nuys.

James Shiebold and H. T. Lewis, mining men of Montana, are staying at the Westminster.

Harman Copeland, a well-known fruit grower of Chula Vista, is staying at the Hollenbeck.

C. H. Parker, W. H. Hill and E. E. Mason, the crack shots of the Santa Ana Gun Club, are staying at the Hollenbeck.

George W. Scott and William W. Stair, well-known business men of San Francisco, are registered at the Westminster.

E. S. Babcock, the proprietor of the Hotel del Coronado at San Diego, and Charles T. Hinde, are staying at the Van Nuys.

McCollie, Marion J. Adams and C. E. Munson, members of the United States army, and stationed at Fort Leavenworth, Kan., are staying at the Nadeau.

Judge M. M. Hubbard, of the Supreme bench of Iowa, accompanied by Mrs. Hubbard, and Judge and Mrs. Trimble of Cedar Rapids, is staying at the Van Nuys.

Mr. Franklin, the proprietor of the Riverside Enterprise, and the newly-appointed superintendent of the Highland Insane Asylum, is registered at the Hollenbeck.

August Belmont, the famous New York financier, accompanied by Mrs. Belmont, Mr. and Mrs. W. R. Kennedy, and W. B. Wintersmith, Mr. Belmont's secretary, is staying at the Van Nuys.

## A BOGUS TWENTY.

## A STRANGER PASSES BAD MONEY AT THE ORPHEUM.

The Ticket Seller Gives Twenty Big Dollars in Good American Silver for a Worthless Peruvian Skin Plaster.

A strange man last night fraudulently passed a bill of the Peruvian Consulate Bank on Harry B. Westthorpe, the ticket-seller at the Orpheum Theater. The bill was for \$20, and the receiver received full change in silver. It appears that as the rush in the early part of the evening was on three men approached the box office and the first laid down 30 cents, asking for three seats. As he did not notice any companion he spoke to the ticket-seller, asking him to change a \$20 bill. Being glad to obtain currency, the ticket-seller assented, and counted out twenty dollars in silver. The stranger threw down a bill, gathered in the change, and telling his companion he would return in a minute, went down the hill. When Westthorpe examined the bill he discovered how he had been tricked, and at once locked up the office and reported the matter to the police. From the description of bystander, a man was arrested, but he was found to be an innocent party. The companion of the man who had passed the bill, however, was found and a description of him and his haunts were furnished to the police, by which they hope to apprehend him.

A complaint on a charge of obtaining money under false pretenses has been lodged against the stranger, who is said to be known to the police of the city, having more than once figured in the Police Court.

The companions of the man who passed the bill were at first suspected of knowing something about the trick, but they say that they only met the man during the evening and that he had accompanied them to the theater.

## Loses His Foot.

Charles Walters, the former boiler inspector for the city, was yesterday operated upon at the County Hospital, his right leg being amputated at the knee. At one time Walters was the chief engineer at the East Los Angeles power house of the old cable system, and when cleaning the machinery one day a heavy piece of steel fell upon his foot, crushing it badly. He has been in the habit of having it dressed regularly at the hospital, but some time past had not visited the place. Yesterday he went there, and after examination Dr. Barber decided that the foot must come off to save the rest of the leg. The operation was performed and Walters was removed to his home on Alura street.

## REAL ESTATE TRANSFERS.

SATURDAY, March 13, 1897. (Figures in parentheses, unless otherwise stated, give volume and page of miscellaneous records containing recorded maps.)

Adèle A. Gleason to John T. Donahugh, lots 2 and 3, block 7, Wm. Pitcher & Martin's subdivision (11-55) \$1,200.

John T. Donahugh and Elizabeth S. Donahugh to Mrs. Josephine McCormick, north 75 feet of lot 1, Wm. Pitcher & Martin's subdivision, Pasadena, \$900.

C. Lane to Arcadia B. de Gaffey, lots 2 and 3, block 77, San Pedro, \$600.

Wm. Pitcher & Martin to Wm. Shasbaugh, trustees to A. C. Johnson, part of block 2, Corona tract (37-66) being in center line of block 2, west 100 feet east of northeast corner of block 3, then west along north line of said block 829.2 feet, thence south parallel with east line of said block, 788 feet, etc., \$1,500.

George E. Peck to E. E. Edwards, lots 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, Western subdivision of Lick tract \$1,100.

John Matthews, lots 13 and 14, Peck's subdivision of block 44, \$300.

Florence E. Hoffman and Anna Sander to John Matthews, lots 13 and 14, Peck's subdivision of block 44, \$300.

John E. Hoffman and A. P. Hoffman to Charles E. Hoffman, lots 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, Western subdivision of Lick tract \$1,100.

Lud Zobel & Co., The "Wonder" Millinery, 219 S. Spring St.

## Hats from

ROYAL  
BAKING  
POWDER  
Absolutely Pure

Celebrated for its great leavening strength and cleanliness. Assured the food against alum and other forms of adulteration common to the cheap brands. ROYAL BAKING POWDER CO., NEW YORK.

## SOCIETY.

Mrs. Orozo W. Child's peach blossom afternoon yesterday, in the Westminster drawing-rooms, in honor of Mrs. Barbour and Miss Barbour of Washington, D. C., was a charming affair. The rooms were decorated with quantities of peach blossoms, massed in a huge bowl in the center of the tea table, forming a large umbrella above the punch bowl, and arranged effectively about the room, with smilax, ferns and feathery bamboo. Napoleon wreaths of the flowers also decorated the walls. All the chandeliers and the silver candelabra upon the table were shaded in rose-color. Mrs. J. E. Fisher poured the chocolate and Mrs. Frank Hicks presided over the coffee-mouse.

## DEATH RECORD.

DAVIS—At his residence in Gardena, on Sunday, March 14, Johanna, wife of Charles Wellington Davis, aged 71 years.

## FUNERAL NOTICE.

SULLIVAN—In this city, March 14, Johanna, widow of John May A. John, A. P. T. Margaret and Nona Sullivan, a native of Ireland, aged 57 years.

Funeral from the family residence at the end of Elm Street, Boyle Heights, Tuesday, March 16, at 8:45 a.m. Requiem mass at Cathedral at 10 a.m.

## YOSEMITE

And Mariposa Big Trees Via Brooks and Raymond. Season of '97 opens April 1. Shortest and best line, with new and easy stages. For full particulars apply office of Southern Pacific.

## MOST EXTRAORDINARY.

All subscribers to the Times, whether old or new, who pay in advance \$5 for one year may have a photograph enlarged to three-fourths life size, and handsomely framed, without costing them a cent for the picture or frame.

For full effects of over-eating—Beecham's Pills.

Do You Want

A Stylish Hat?

What woman does not?

But who wants to pay the high prices of the old days when Los Angeles was a village? We fixed that all right. You can walk into our store and buy a Trimmed Hat equally as cheap as you could buy it in New York or Chicago. And there's one other thing, we take particular pains to see that you get a becoming hat. It's just as easy to do this if a store knows how.

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